

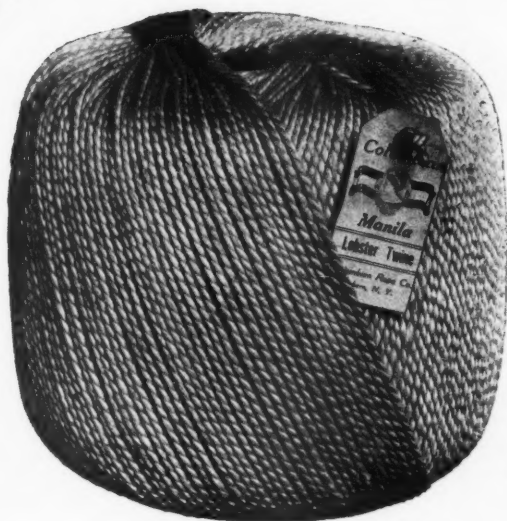
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ATLANTIC FISHERMAN

VOL. 12

Registered U. S. Patent Office
JANUARY, 1929

No. 12



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Add to all these features the Columbian Guarantee and fishermen have in Columbian Copperized Lobster Twine a product that is without equal.



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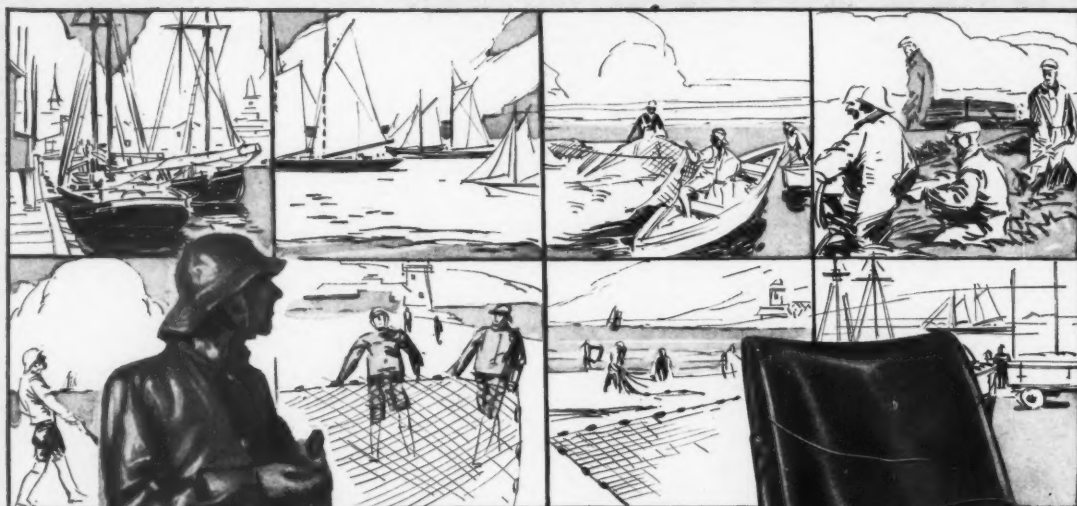
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Tough, snag-resisting uppers and bottoms,
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Firestone the logical fisherman's boot.



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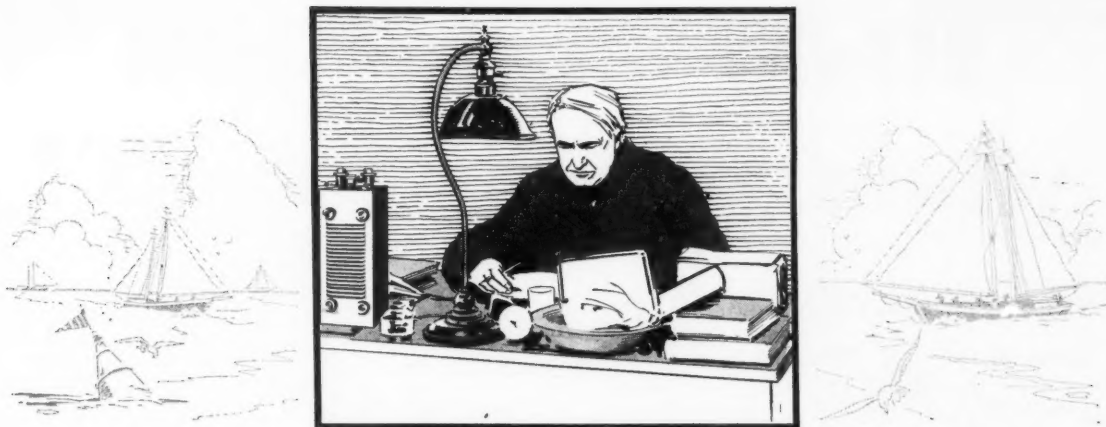
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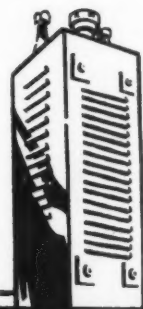
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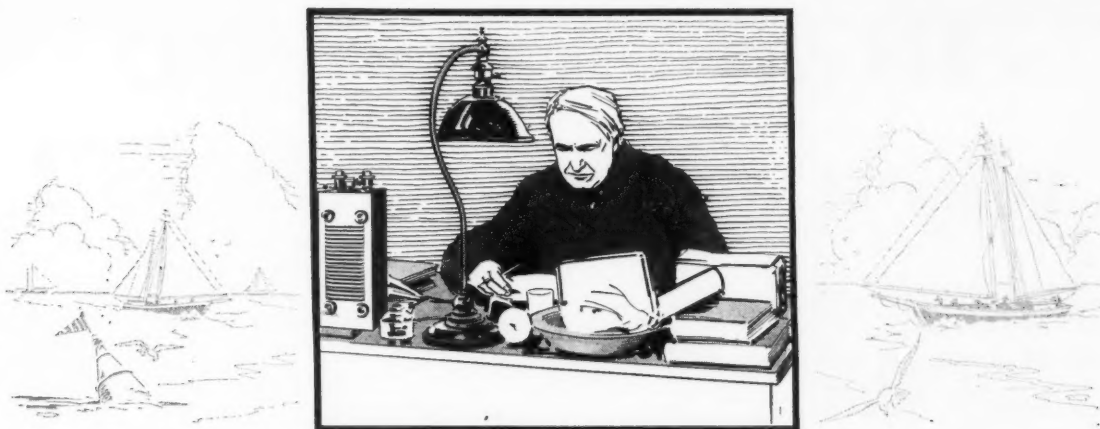
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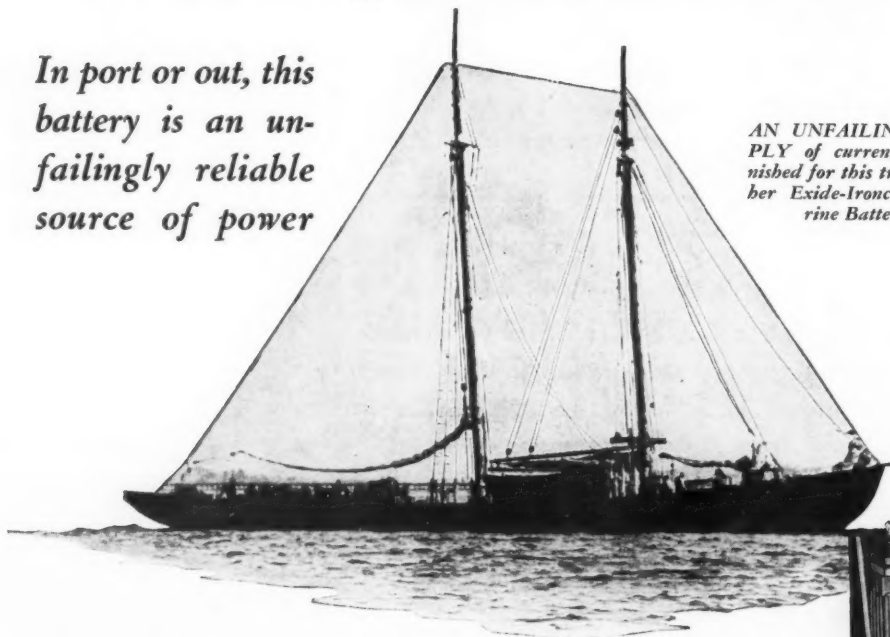
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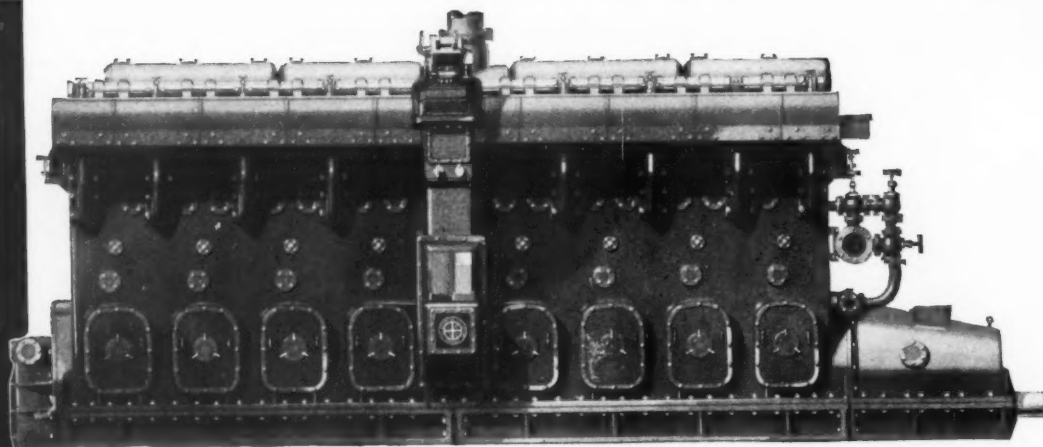
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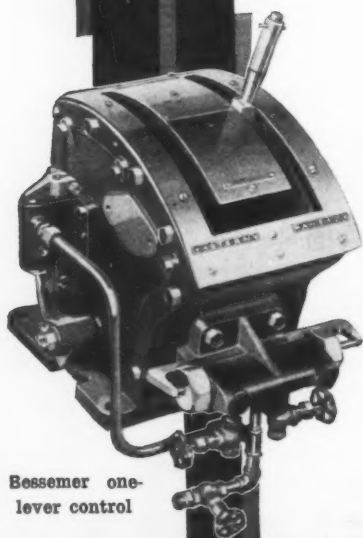
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PUMPING
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DIESEL ENGINES

FAIRBANKS-MORSE DIESEL ENGINES



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Draft, forward 3 ft.
Draft, aft 7 ft.
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line 16 ft.
Engine..... 210 hp.

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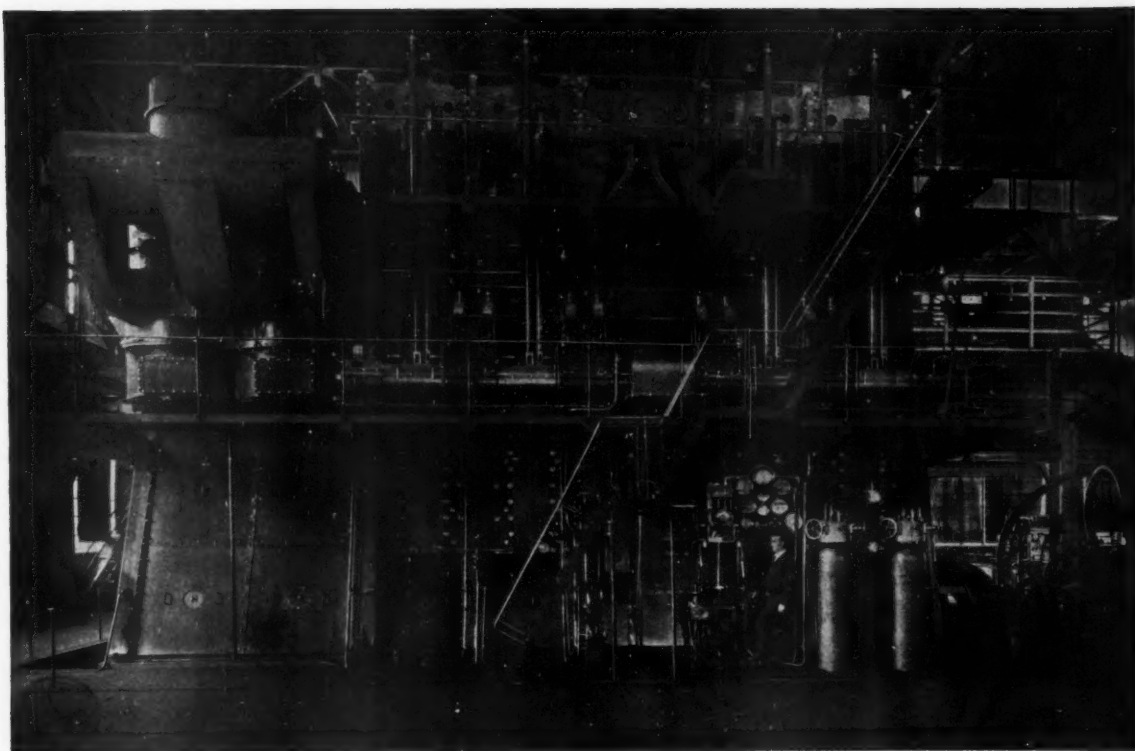
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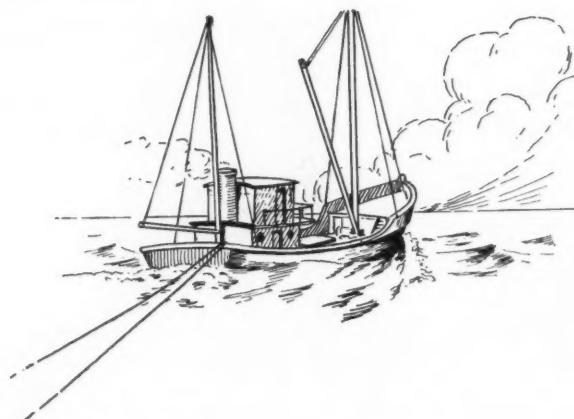
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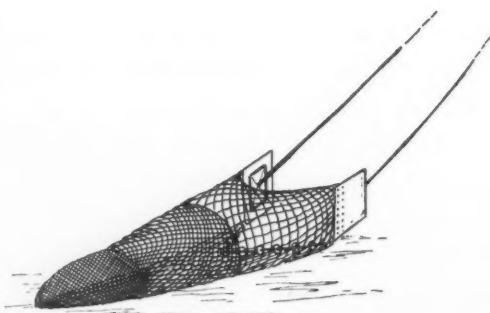


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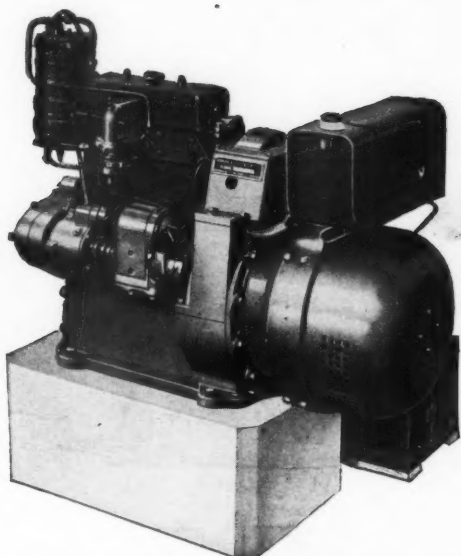
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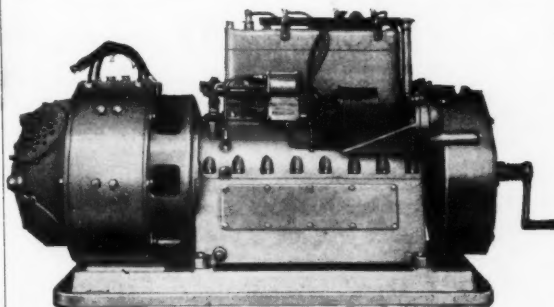
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The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

"The Fisherman's Magazine"

Vol. IX JANUARY 1929 No. 12

Published Monthly at
92 West Central St., Manchester, N. H.

By ATLANTIC FISHERMAN, INC.
Main Office 62 Long Wharf
Boston, Mass.

LEW A. CUMMINGS President
FRANK H. WOOD Manager

10 cents a copy \$1.00 a year

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879.

Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Electric Trawl Winch Drives

By R. F. Symonds

THE use of steam as a motive power for trawlers is rapidly giving ground to the diesel. All vessels of recent construction have been diesel-powered while several steamers during the past year have been dieselized. The use of steam presents few complications so far as the main trawler winch is concerned. Ask any of the skippers who have handled the steamers and they will tell you that a steam winch is easier on the gear, easier on the vessel and smoother in operation than any type they have had, unless they have had one of the newer electric drives.

The ideal winch for otter-trawling, and this applies to any size vessel, whether a 90-ft. dragger or a 150-ft. beam trawler, should have the following characteristics:—

- a. Fast speed under light hauling.
- b. Slow speed under heavy hauling.
3. Automatic variation of speed at intermediate points.
- d. Ample reserve power for over-loads.
- e. Ability to stall at a reasonable percentage of over-load.
- f. Ability to reverse or over-haul when wire pull exceeds torque in stalled condition.

It will be seen that the steam drive meets each of the above requirements. With a given throttle opening, speed is indirectly proportional to load, i.e., the machine will speed up under light hauling, slow down under heavy hauling, race under no load, or stall when the rope pull overcomes the steam pressure on the pistons, and will over-haul or run backward when the wire pull exceeds the piston pressure. A typical steam winch of the latest construction is shown in Fig. 1. Machines of this type are carried by practically the entire steam trawler fleet. There is little variation in design and the product of different manufacturers varies only in the strength and size of various parts. Many of these old machines are still in service, although their manufacturers have gone out of the business and are no longer producing this type of equipment.

The steam winch illustrated has a capacity of over 600 fathoms of $\frac{3}{8}$ " wire on each drum. While about 100% more than the amount of rope actually carried, this is convenient for "marking" as the wire can be run over the bollards from one drum to the other. The drive shaft, or crankshaft is driven by two pistons, generally 10" x 12", on both port and starboard sides of the machine. The drum

shaft is driven from the crankshaft by spur gears of generally 5:1 ratio. The drums are engaged or disengaged through jaw clutches sliding on a "squared" portion of the shaft. The winch heads, "niggerheads", or "gypsies" or whatever you prefer to call them are mounted on an extension of the drum shaft, and where the width of the deck house requires, the extended shaft is supported by pedestal bearings close to the outer ends. These heads are commonly of 14" diameter and the winch manufacturers have a variety of patterns, both single and double to meet the individual ideas of various skippers. The use of wire rope on these winch heads has in the past caused many renewals and replacements, but today the up-to-date winch manufacturer can furnish his heads of a material which will not cut or score.

With the use of diesel power for propulsion, complications arise in the selection of a satisfactory power application for the main winch. With the smaller draggers a direct mechanical drive from the main engine has been universally used, and this same drive has been used for beam trawlers up to 360 H.P., although in many of the larger vessels, a separate engine of 80 to 100 H.P. has been used for the winch. A trawl winch is especially designed for this service. The machine illustrated in Fig. 2 is one of the most modern types. Two shafts are employed as in the steam winch, except that in this machine the pinion shaft is driven by either a gear or sprocket. A gear ratio of 4:1 is employed in the winch and both pinion and main gear having accurately cut and finely finished teeth, operation is very smooth. Both shafts

are provided with center bearings, affording ample support. Drums, however, are engaged or disengaged through friction clutches. In the machine illustrated, a patent worm gear mechanism is used which is entirely self-adjusting for wear as well as self-locking at any point of contact. This mechanism not only affords the operator very accurate control of the drums and position of the wire but forms an exceptionally powerful friction clutch. Thrusts are absorbed by larger ball bearings.

The method of transmitting power from engine to winch is illustrated in the diagram, Fig. 4. A power take-off from the engine, by a special clutch, drives an enclosed gear box with accurately machined bevel gears running

R. F. Symonds, author of this article, is a graduate of Massachusetts Institute of Technology. He was formerly vice president and general superintendent of the N. E. Structural Co., and now is treasurer of the New England Trawler Equipment Co. Mr. Symonds' experience as an engineer has been of inestimable value in improving trawling gear. His company has furnished equipment to many vessels, and this experience together with his engineering knowledge qualifies him to write authoritatively on winch drives.

in oil. From the driven shaft of this unit a roller chain runs angularly to deck and operates the driving shaft of the winch. Sprockets with hardened teeth are employed and except for the takeup of the chain for wear this type of drive gives little trouble.

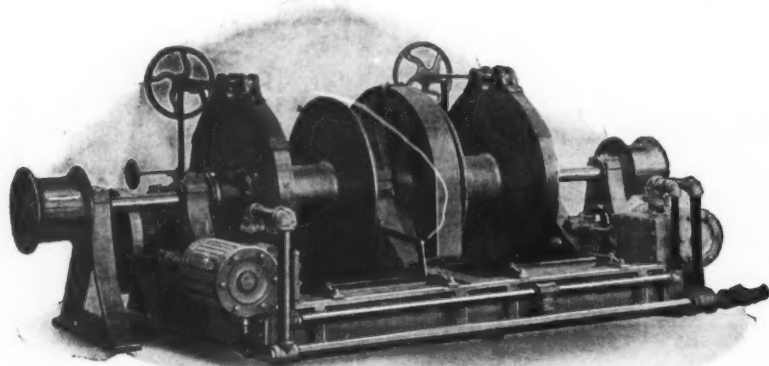


FIG. 1—A modern steam winch of unusually large drum capacity. The steam winch drive is ideal, but steam propulsion is obsolete.

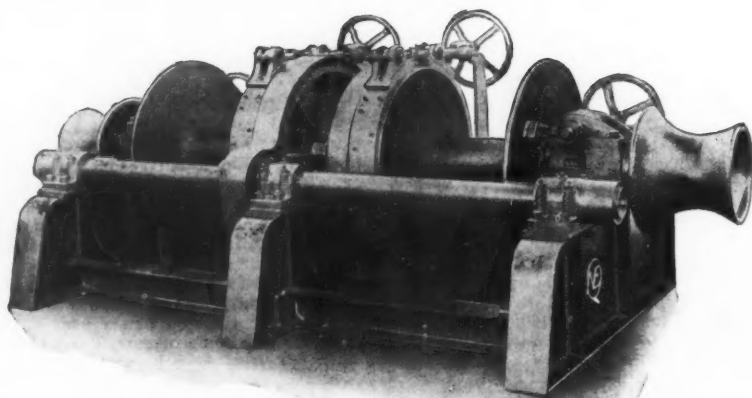


FIG. 2—A chain drive winch of late design. Power is taken from the main or auxiliary engine.

It will be observed in this type of mechanically driven or clutch connected winch that the clutches are used to replace several of the functions of steam. When we examine this method we find, however, that it falls short on many of our requirements for an ideal winch drive.

1. Speed is directly proportional to engine speed which under governor control is practically constant at all loads up to full load, with no variation. For this reason the winch cannot take up full slack in the towing wires when the vessel is rolling heavily. Consequently the strain is uneven and comes on with a jerk, hard on both the vessel and the gear.

2. Reserve power for overloads is readily available when connection is made directly to the propulsion engine, as from 180 HP. to 360 HP. is nearly all available. When a separate engine is employed, however, it is not practical to install power of over a certain size due to space limitations.

3. Ability to stall and ability to overhaul are both lost as has been attested by the experience of some vessels in starting the winch engine firing backward. While the winch can stall, it cannot, without necessary attention, resume operation when the load eases off as does a steam

winch. It has been necessary, therefore, in many cases to gear down the drive so that operation is slower. A reduced rope speed may satisfy the engineer but it does not satisfy the captain who wants his trawls brought in. While serviceable from a practical standpoint in draggers up to the ninety-odd fathoms, the writer does not believe this drive economical or entirely satisfactory for vessels of 100 feet or over.

In order to obtain a satisfactory substitute for steam on the larger diesel trawlers electric drives have been successfully used. The standard type of winch for such vessels is shown in Fig. 3, and it is similar in many respects to the steam winch shown earlier in this article. Old steam winches which are in good condition can be converted for electric drive by several winch manufacturers, but generally a factory overhauling and reconditioning is also advisable. In the winch illustrated, the steam cylinders and valve mechanism have been removed as well as the connecting rods and crank discs. The latter are replaced

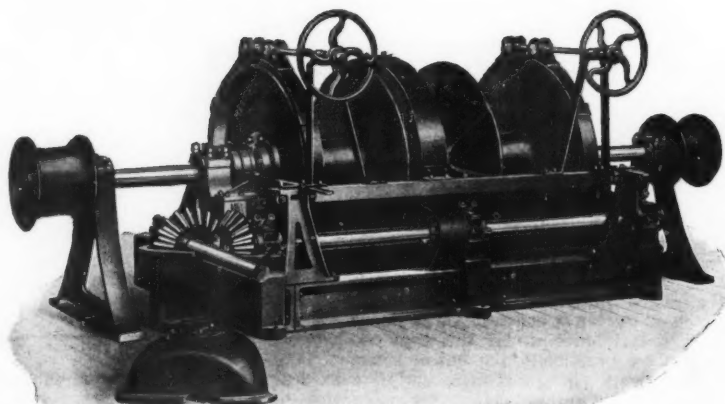


FIG. 3—An electric winch built on sound engineering practices. Capacity and sizes are the same as the steam winch.

with bevel gears running enclosed at either starboard or port sides or at the center frame of the winch. The early installations of this type of machine have now been in service nearly ten years and are still going strong. Later installations incorporate many improved features as a result of past experience and these modern installations will give even better service than the old.

The hook-up to the electric motor is shown in the diagram, Fig. 5, and embodies a full floating intermediate

shaft with a patent type of flexible coupling which operates in oil. These couplings permit excessive misalignment and on account of their novel design require no attention other than lubrication during the life of the machine. The motor is of the back-geared type with brackets cast integral with the motor frame. All gearing, therefore, is factory-aligned and there is no opportunity for misalignment due to shifting of holding down bolts, either in installation or afterwards in operation. Although placed under the pilot house and in a fairly well protected location, these motors are of marine watertight construction, capable of running submerged at short intervals if necessary and built with non-corrosive fittings and impregnated windings. The motor is also fitted with a solenoid brake on the after end of the armature shaft. This brake lifts when the controller is "in" and is automatically applied when the controller is shut off, thus holding the wires in a fixed position until the winch brakes can be set and the drums disengaged.

The operation of the winch is controlled through an electric controller of the type shown in Fig. 6. This controller is mounted in any convenient position, often within the motor room with the operating handle extended through the house. The earlier controllers handled the full motor current and the contacts or fingers were subject to "arcing" and burning. The more up-to-date installations provide for a light "pilot" current through the controller. This serves to actuate magnetic contactors with "arc-snuffers" mounted on a panel in the engine room. The winch operator has several speeds (forward and reverse)

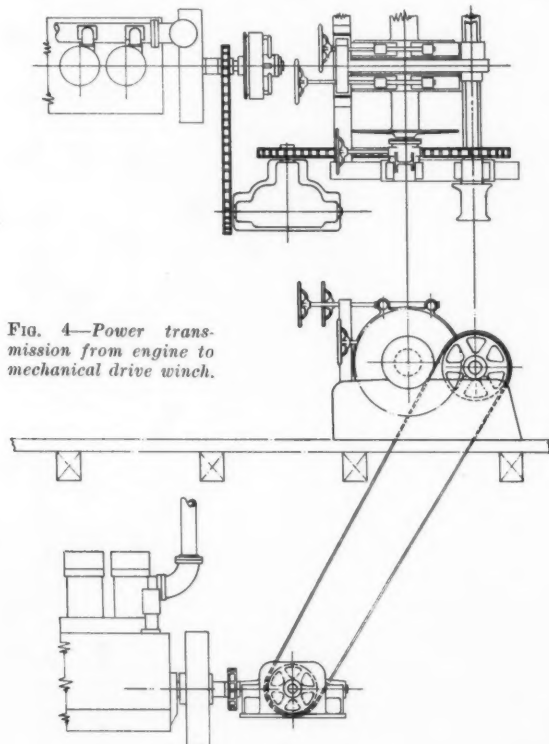


FIG. 4—Power transmission from engine to mechanical drive winch.

available through his controller, exactly as he would have at the throttle of a steam winch.

The panel referred to is shown in Fig. 7 and is entirely automatic in operation and in addition to the contactors which throw resistance in or out across the line has a step-back relay which trips at 150% to 175% of full motor load and permits the motor to remain stalled at 125% of full load. In speaking of the motor load, it may be well to mention the method of rating. Sometimes a motor is seen stamped "65 H.P. intermittent". It is always well to inquire the exact rating. The motor most commonly used for large winch service is rated "65 H.P. 30 min. 55°C rise" or "85 HP. 15 min. 55° rise", which means that if started cold it will deliver 65 H.P. for 30 minutes or 85 H.P. for 15 minutes

without exceeding 55 degrees Centigrade (99 degrees Fahrenheit) rise above the surrounding room temperature. It will deliver much higher loads for short intervals and the step-back relay is generally set to trip at about 130 H.P. As this would require about 150 H.P. engine power it is well up on the generated supply.

In examining this type of winch drive we find that if properly installed it meets practically 100% with our "ideal" requirements.

1. Speed is automatically variable both through the natural characteristics of the winch motor which speeds up under light loads and slows down under heavy loads and also through the control panel which automatically speeds up the winch from a stalled condition to any predetermined setting of the controller.

2. Ample reserve power is available together with ability to stall or even overhaul and then resume operation as in the case of steam.

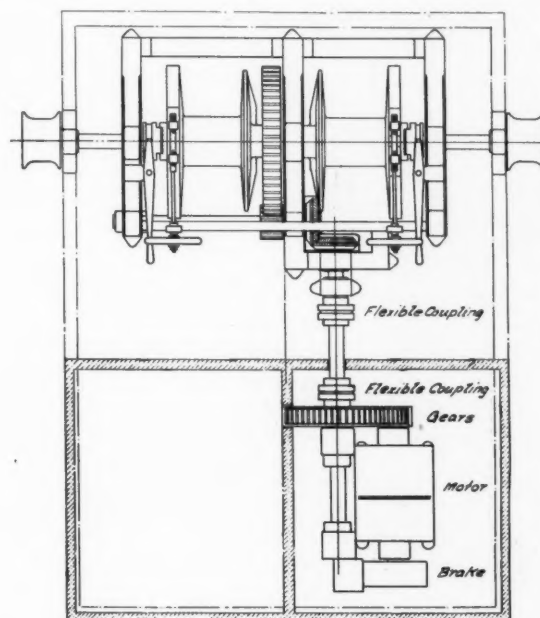


FIG. 5—A good electric drive arrangement. The motor shaft is parallel to the vessel's keel; the intermediate shaft has two flexible couplings; speed reduction is by spur and bevel gears.

This type of winch with its accompanying electric drive has been in service for many years and there need be no hesitation about its acceptance as a satisfactory substitute for steam when fitting out a diesel trawler or dieselizing an old steamer.

There has been an interesting experiment tried during the past year in a worm gear winch which was intended to employ a direct drive through a single reduction from motor to drum shaft. While construction of this sort, if properly designed, can be made to give satisfactory service where necessary, it does not seem to possess sufficient advantages to warrant serious consideration from either trawler owners or winch manufacturers. Winches of this type are regularly built for other duties where efficiency is not required or where even an inefficient drive is demanded. There are certain limitations to such design which the experienced engineer recognizes clearly, and the cost beyond these limitations, is out of all proportion to any advantages which might be claimed, and more than offset by numerous disadvantages.

The usual practice in electric winch installations has been a diesel-generator set for supplying current for the motor. This requires an individual engine exactly as for the mechanically driven winches referred to earlier in this article, except that the mechanical drive is replaced with the much more flexible electric drive. In order to eliminate the expense of the extra engine required for the generation of current, there have recently been put into commission,

trawlers taking electric power directly from the main engine. The method employed is what is known as the Ward-Leonard system of control. While a description of this system may be rather technical, it is presented here for the benefit of those readers who may be interested. In order to assist in making the description clear, a wiring diagram is shown in Fig. 8.

This system of speed control was invented by Ward Leonard about 1891 under U. S. Patent Nos. 463802 and 468100. The object for which it was actually devised at that particular time was for the control of elevators. There are a number of varieties of the idea. The system consists essentially of a generator and motor with the armatures of both connected in the same circuit. The fields of both generator and motor are separately excited by the field of a third machine which may be the lighting generator.

To start the combination, (1) the armature circuit of generator and motor is closed, tying them together, (2) the voltage of the small exciting generator is brought up to normal, (3) the field circuits are closed with full resis-

proportion to generator or engine speed. It will be seen, therefore, that the usual flexibility of the standard electric drive which so nearly duplicates steam winch operation is lost under this system, which mostly serves to replace the old chain and sprocket drive with its many disadvantages, although affording a speed variation not secured in the mechanical drive.

Aside from elimination of the sailing clutch, which is a problem of its own, there do not seem to be sufficient advantages in the use of an auxiliary winch engine to warrant its installation provided a satisfactory electric drive from the propulsion engine were available. The space occupied by a separate engine is valuable. The original cost is higher than for the same horse-power added to the main engine. The investment is idle a large percentage of the time, because its duty is intermittent. Efficiency is lower and it is contrary to modern practice which seeks to drive all auxiliaries from one large efficient central unit. It is also generally considered that the larger the diesel engine, the more trouble-proof, i.e., one large unit is superior



FIG. 6—Watertight motor control. Only a light pilot current goes through the controller, thus eliminating danger of burning.

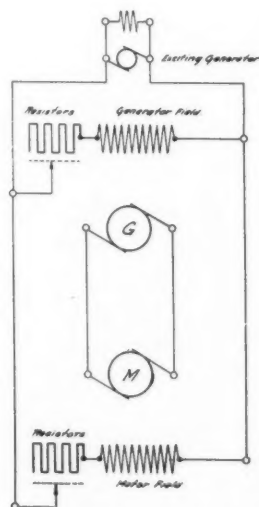


FIG. 8—Wiring diagram for the Ward-Leonard system of power control—not recommended for trawler service.

tance in on the generator circuit and all resistance out of the motor circuit, and the motor begins to turn, (4) as resistance is taken out of the generator field circuit (strengthening the field) the armature voltages become higher and the motor speed increases, (5) when the generator field is strengthened to full capacity, a further increase in motor speed is obtained by turning resistance into the motor field circuit (weakening the field). In order to reverse the motor it is necessary to bring generator field to zero, and reverse generator field, or motor field, or motor armature.

The principal advantages of the Ward-Leonard system are in wide range of motor speed control, in as fine steps as may be desired, with extreme simplicity and with no heavy currents handled by switches when opened or closed. The system was originally devised principally for its fine speed control which is of course of no advantage in trawler service. It has, moreover, several distinct disadvantages as a winch drive on trawlers, the principal one of which is that the variation in motor speed from no load to stalling load is very small. In other words, it does not meet our ideal conditions for fast speed under light hauling and slow speed under heavy hauling with intermediate variations. Since the winch does not speed up when the cables become slack, the strain comes on in jerks exactly as described for the mechanical diesel drive. This, as we have stated, is hard on the vessel and the gear. The sudden strains will open up overload devices, or will tend to stall the engine. The motor speed of course varies in direct

to two smaller ones. These are among the considerations which undoubtedly have led to the installation of the Ward-Leonard drive.

There will shortly be introduced, however, an electric drive which will have all of the desirable characteristics previously enumerated together with extreme simplicity of control. This drive will be capable of running either from the main engine or from an auxiliary and most desirable of all, its first cost will be low. Since it will be available for all sizes of vessels it would seem particularly well adapted to the larger draggers now using two engines, one of which might thus be eliminated. In any event, whether employed with an auxiliary or with the main engine, it will mark a step forward in electric winch operation.

In closing, perhaps a word should be said regarding the proper installation of electrical equipment. If handled by a shipyard, or supervised by an engineer, the owner is assured of a job put down according to standard marine specifications. Too often, however, the work is entrusted to irresponsible, although well-meaning parties, who from a lack of experience put down a job which sooner or later is going to give trouble at expense to the owner and possibly to the discredit of the manufacturer.

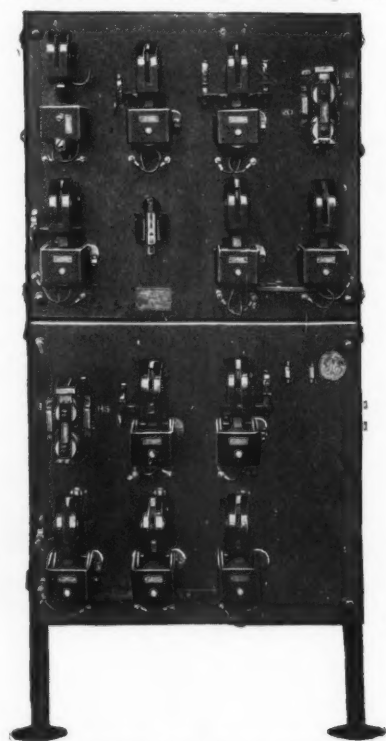
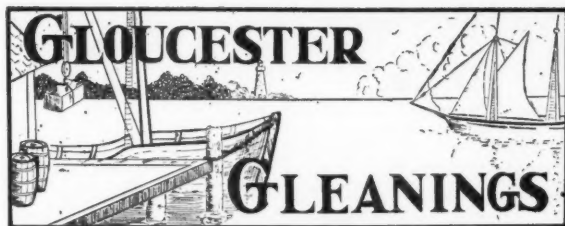


FIG. 7—Automatic panel for electric winch drive.



By Eddie Goodick

DRIVEN ashore in a heavy storm on Dec. 21st, the local schooner *Louisa R. Sylvia*, owned by the Gorton-Pew Fisheries Company, is a total loss at Bay of Islands, Newfoundland, according to a telegram received by the owners from Capt. Porper. The craft was making her second herring trip of the season when she was lost. It is believed that the vessel, which was partially loaded in the North Arm was driven so hard ashore by the heavy storm, that she could not be hauled off. The vessel carried a crew of eight men including Capt. Robert Porper. According to the message all hands were saved. The *Louisa R. Sylvia*, was built in Essex in 1904, she was 101 feet long, 131 tons, 24 feet beam, and draft 11 feet.

A large sized man-eating shark, the second of its kind to be landed at the Fort wharf in many years, was brought in by Capt. Paul Scola of the Schooner *Hope Leslie*. The fish was so large that after its head and tail had been cut off it filled the length of one of the large trucks that carry fish into Boston. The fish was landed at the firm of Murray and Tarr and according to Mr. Tarr, was the second one that has been landed since he has been in business on the Fort, which is some time. When the fish was dressed, workmen found inside of its stomach, a seal about four feet long, bitten in two, and several large pieces of raw beef. Just where the beef came from is a question, but it may have been from provisions of a wrecked craft, or refuse from a passing steamer. After the fish was dressed it weighed 770 pounds. Its teeth were an inch across at the point where they entered the gums and were shaped like a triangle, each side of the triangle being jagged like the teeth of a saw.

The auxiliary dragger *Charles S. Ashley*, of New Bedford since the first of the year has stocked \$87,000 and her crew of eight men each received as their share of the year's work the sum of \$5,000, a showing that is not equalled by any other vessel of this type in the same period. Except for occasional calls at her home port or New York, the vessel has marketed all her fares in Boston. The *Charles S. Ashley*, which is named after the mayor of New Bedford was commanded by Capt. William Hayes who recently left her to take command of the new schooner *Eugene Ashley*, recently built at Thomaston, Maine.

Capt. James E. Ryan, the well known local fish buyer passed away on December 13th, after undergoing two operations at the Strong Memorial Hospital, at East Boston. Capt. Ryan

was born in this city, being the son of the late William and Catherine (Dooley) Ryan. He attended the local schools and as a young man entered the fish business which was conducted by his father on Commercial Street. He later followed the fisheries and while still a young man, was made captain and engaged in shore and seine fishing. For some twenty years he had been employed as fish buyer for Caleb Eldred Company at the Fulton Market and was a well known figure in fishing marts of New York, Portsmouth, Boston and Newport. During the past few years he had been engaged in business for himself as a fish commission merchant. Capt. Ryan was a member of the Master Mariner's Association.

Capt. Joseph Manta passed away at his home in Provincetown, Dec. 4th. Capt. Manta, who was 82 years old, was one of the best known of the old time skippers. He shipped as a cabin boy from Lisbon when he was ten years old. Nine years later his seafaring career brought him to Boston. Still a sailor, he was rescued with frozen feet, hands and ears from a wreck near Plymouth in a blizzard in 1867. Several whalers the last being the *John E. Manta* were sent to sea by Capt. Manta.

The beam trawler *Georgina M.* built in Essex about three months ago was run down by an unknown craft that was running without lights, and went to bottom. All hands took to the dories and rowed 12 miles before they reached shore. The *Georgina M.* was on her second trip when she was run down. The boat was owned by Frank Neal of Boston.

Steamer *Sea Rover* operating out of New York, went ashore at Rocky Point, New York and will be a total loss, according to a dispatch from New York.

The new dragger *Maristella*, built for Capt. James Dane of Boston, was launched at the yard of James & Son at Essex recently. The craft was built somewhat along the lines of the *Georgina M.* but is 14 feet longer and has a little more beam. The craft is 114 feet long and will have two Atlas Imperial Engines, one of 300 horsepower for driving the boat and one of 70 horsepower for operating the winch. She is owned by Capt. Harry Ross.

The Italian flounder dragger *Dante Algheri*, owned by Frank Bartolino, and commanded by Capt. George Hamor, sunk Dec. 24, a short distance off of Cape Porpoise, a hole in her bottom from contact with what her crew believe to have been submerged wreckage.

Schooner *Edith C. Rose*, recently converted to a

baby beam trawler, sailed Dec. 11 on her first dragging trip in command of Capt. Simon Theriault, formerly of Schooner *Grand Marshal*.

Schooner *Laura Goulart*, one of the haddockers fishing out of this port, is being held at Shelburne by Canadian customs officials, according to information received here the craft having been seized December 10, when searching customs officers found six quarts of liquor on board of the vessel. Customs Collector A. C. Bruce has telegraphed to Ottawa, asking instruction as to how he should proceed. Until these instructions are received, the vessel will not be seized.



MUTTERINGS OF THE MASTHEADMAN

THE Mastheadman was interested in learning that the United States imports almost 40% of the total Norwegian sardine pack. Fish canning in Norway has become one of the important industries of the country, and its growth has been quite rapid. In 1886 the pack was but slightly over 300,000 pounds, while the 1926 output was 81,785,000 pounds, of which about 32,000,000 were exported to this country.

That the Norwegians propose to hold the market they have established throughout the world is certain. Under a law passed in 1924 a tax of a little over two cents per hundred tins is collected to support advertising in foreign countries.

Norwegia
Sardines
and the Dam

What would it mean to our Maine and New Brunswick fishermen if our cannerymen were to displace the thirty-two million pounds of Norwegian sardines with the native product? The coming months are to see great controversies over the Quoddy dam project, and it would not surprise the Mastheadman if the proponents of the construction of this thing use the argument that if we are lame enough to allow our markets to be dominated by foreign sardines, the American sardine industry is not of sufficient importance to justify killing the power enterprise.

All of us who have an interest in the sardine herring fishery must prepare to answer the statement.

THE necessity of expanding their fishing grounds have led European trawlers to experiment in tropical waters. They have met with poor success, due, so reports have it, to the fact that fish in warm water do not

(Continued on Page 38)



By Alfred Elden

IT is true that lobsters along the Maine coast are the cheapest and most plentiful they have been in perhaps quarter of a century. The retail store price in Portland markets around Christmas time was 35 to 39 cents. That's an almost unheard of winter quotation. Generally, at this time of year Mr. Ultimate Consumer must pay anywhere from 66 to 80 or 90 cents a pound if he would gratify his appetite for fresh lobsters.

At Eastport lobstermen were receiving only 15 cents in December for fresh lives; at Rockland 20 cents was the price, and at Portland 30 cents. But those who think that lobsters have multiplied until there are as many of them as there were 50 years ago; and who cherish the belief that all lobstermen have turned saints and that nobody catches or sells short lobsters any more are fooling themselves.

right in the winter season when quotations are high. But this year the market was such that they refused to begin in November. Then when December arrived and lobsters were still plentiful and cheap they postponed their opening another month.

I motored out to South Freeport the day before Christmas and except for the dead vegetation and drab appearance of the country it might have been April instead of late December. Roads as free of snow as in summer. The crabmeat factories there which have built up a large trade in the past few years were just closing for the season.

I was told that the supply of Casco Bay crabs seems to hold out well only the shellfish seem to run a little smaller each year. As the factories handle 4,000 or 5,000 live crabs each nearly every day, this is not surprising. The factories deliver crabmeat by truck over large areas, selling it for 70 to 75 cents a pound. It retails in Portland stores for 90 cents a pound. Many believe that a close season on crabs may soon be a necessary precaution if the crabmeat industry is to continue indefinitely.

It is current comment around Casco Bay that "You can't kill a Brigham!" The Brighams don't admit that perhaps they are not quite so spry as they once were until they pass the 80 mark. They always fished and they always have lived into the 90s. Back in the 70's a Brigham in command of a pogy fisherman at 85 fell overboard and lived to tell the tale.

Now word is received that Captain Jake Brigham is building another vessel. He is around 70. A few weeks ago



UPPER LEFT: Where Cape Neddick River empties into the sea—a sand bar at low tidal stages.

LOWER LEFT: The way Hamptons are being cabined in for winter.



CENTER: Captain Herman A. Dyer held up the tail.



UPPER RIGHT: One of Portland's gill netters against a low-lying afternoon sun.

LOWER RIGHT: A look out toward the mouth of Perkins Cove.

A combination of circumstances is responsible for the situation. In the first place right up to Christmas time the fall weather along the coast was so fine that dozens of lobstermen who ordinarily quit in November, just kept going. Then the season when New Brunswick lobsters may legally be sent to the United States began November 1. Thousands of pounds of lobsters were brought to Eastport for shipment to Boston, and smacks took big cargoes to Portland.

This caused an oversupply. The pounds were all filled in September. The cottagers had all gone home. Hotels and shore dinner resorts had the shutters on. The only markets for the Maine lobstermen were the wholesale dealers.

Special laws govern lobstering on Monhegan Island. When the lobsters crawl offshore in the fall for the warmer depths they are practically at the front door of the Monheganites. Traps are set in 200 to 300 feet of water almost within a stone's throw of the homes of the fishermen. So, by mutual agreement, they obtained special laws. They may legally begin lobstering Nov. 1 and the last pot must be out of the water June 30.

They fish strings of 200 or 300 traps, use power lifters altogether and make big money, for they get prime stock

Cap'n Jake lost his schooner, the *Virginia*, off Nauset, and she was a total loss. But word comes from Essex that the "old man" is laying another keel. The Brighams come from Down East fishing stock. Cap'n Jake fished out of Portland for years, but recently has sailed from Boston. His son, Cap'n Tom Brigham commands the Portland schooner *Eleanor*.

Somehow, the *New Dawn* for a fine, able fishing schooner has had a lot of hard luck in the past few years as I recall it. Damage from storms, losses because of troubles with a former engine, and now she is badly wrecked by fire. The vessel was laying off the Cape Elizabeth Lightship a mile or two when fire broke out in her forecabin from an overheated galley stove.

It was the last trip the *New Dawn* was to have made before Christmas, according to Cap'n Everett Dexter. All save the watch were asleep in their bunks and narrowly succeeded in getting on deck. Charlie DeCosta, a young fisherman, was burned so badly he had to be taken to the Portland Marine Hospital.

The schooner was headed for the Lightship while all hands

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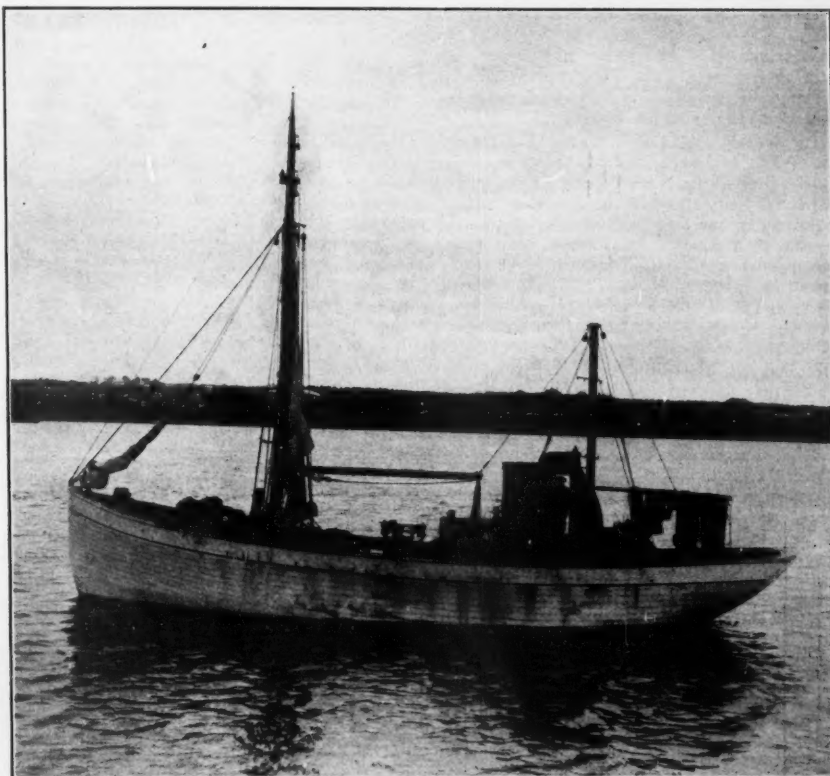
By Harold V. Cunningham

AN announcement of great importance to Canadian fishermen, especially those located along the Atlantic sea board, was made early last month by W. A. Found, new deputy minister of Fisheries, who proposes a reorganization of the fisheries service of Canada along the lines suggested in the report of the Atlantic Fisheries Commission. Since his appointment by the federal Canadian government Mr. Found has been making a close study of conditions in the industry, especially in the east where the pinch has been felt to a greater extent than on the Pacific. Conclusions reached by the deputy minister looking to improvement have been ratified by Hon. P. J. Cardin, minister of Marine and Fisheries.

The deputy minister's statement is given as follows: "Advanced methods in all branches of the industry will be encouraged in every feasible way. Towards the development of such methods, investigations at the experimental and biological stations will be intensified and ac-

Nova I

A 67-foot craft built at Mahone Bay for Halifax parties. The Nova I is fitted for Danish seining, and is the first vessel to use this gear on this side of the Atlantic.



celerated as much as possible. Educational courses will be given the fishery officers at the stations at regular intervals, so that they will be kept informed of all new developments and will be in a position to pass the information along to those engaging in the industry, both by explanation and demonstration. Also, the courses available to those engaged in the industry that were started last year at the Halifax Experimental Station will be continued and extended.

"Duplication of officers will be avoided. By giving competent overseers the necessary training they can become capable inspectors and graders of fish prepared for market by the different methods. Hence the administrative and inspection services will be merged. Existing overseers will be given an opportunity to take a proper course of training at the experimental stations and those who qualify, following such, will have their duties extended accordingly. This will involve the payment of better salaries to such overseers than they now receive. All new appointees as fishery officers will be required to be adequately qualified for inspection as well as administrative duties. It is hoped that arrangements can be made whereby new appointees will be selected from the young men in the industry who will graduate from the fishery courses, above explained, that will be given at the experimental stations.

"Educational work will be given the prominence its great importance merits. It will be approached from two standpoints:

"(a) Adequately trained fishery officers will give those engaging in the industry needed information as to the proper handling of fish that are being prepared for market by the different methods. Such will be done by explanation and demonstration. Also, such officers will be the regular medium through which information as to new developments at the stations, or elsewhere, will be communicated to those engaging in the industry.

"(b) Attractively written articles on the natural history of the different species of fish and shellfish, which will show the importance of protective measures, where such are necessary, will be prepared for use in the schools. In addition to the courses that will be given at the experimental stations to representatives of the industry, extension courses from such stations will be developed. It is also hoped that

arrangements can be made for the universities directly interested, to take a hand in such courses. The culminating point of such work will be the B. Sc. (Fisheries) course that has been instituted at Dalhousie University.

"Inspection will be extended to all kinds of pickled, smoked, dried and canned fish, as well as to plants and vessels. The foregoing keeps in the forefront the fact that if the industry is to advance as rapidly as it should, all fishery products must be of uniformly good quality and of high class. A competent headquarters officer will be placed in charge of this educational and inspection work.

"Fishermen will be encouraged to form themselves into associations to enable them better to consider their own problems, and also to make it easier for the department to have a ready means of contact with them as a body. Co-operative undertakings, particularly in production and purchasing, will also be encouraged. Arrangements are being made for a campaign to the above ends to be carried out during the present winter.

"An intelligence and publicity division will be established in the department. Through this division continuous information will be available with regard to the production of fish, development in the industry, et cetera, in all countries having important fisheries, as well as to market conditions. Information regarding such, after being prop-

erly edited will be available to the public through the press. It is also proposed to issue, at regular intervals, a fishery intelligence publication. Reorganization along the above lines is being undertaken immediately."

Built for Buffet and Company, of Grand Bank, Newfoundland, the new fishing schooner *Freda M.* was launched from the ways at the shipyard of W. C. MacKay and Sons, Shelburne, on Wednesday, November 28th. The new vessel is one of the largest and handsomest ever launched at Shelburne being 132 feet over all, 26 feet 9 inches beam and 11 feet hold and 160 tons gross. The launching was carried out with the greatest despatch, the ship being tied up at a wharf half a mile from the shipyard thirty minutes after wedging-up commenced. Captain George Follett, of Grand Bank, will command the new vessel and he will have under him a crew of 26 fishermen. She will be modern in all her fittings and will be electrically lighted throughout from a Delco plant. The vessel was rigged by A. Conrad, of Lunenburg county. Another vessel launched on the same day was the *Bessemer* which slid from the ways of the Smith and Rhuland plant at Lunenburg. This vessel is 135 feet long, 27 feet beam and 11 feet hold. She will be equipped with a 170 h. p. Bessemer diesel engine. She has been built for the W. C. Smith and Company, of Lunenburg.

Opposition to the new regulations concerning the size limits of lobsters taken in districts other than those which apply at the present time was voiced at the annual meeting of the Canned Fish section of the Canadian Manufacturers Association held in the new Lord Nelson Hotel at Halifax early last month. A resolution strongly condemning the regulations was passed and it was decided to have the members of the executive confer with W. A. Found, deputy minister of fisheries, and J. J. Cowie, also of the department of fisheries at Ottawa regarding the matter. The election of officers resulted in Hon. Fred Magee, of Port Elgin, N. B., being named president; R. H. Williams, of Halifax, vice chairman; H. R. Thompson, Amherst, secretary-treasurer, and on the executive, C. E. Barnard, of Pictou, representing Nova Scotia; L. K. Loggie, of Loggieville, N. B., representing New Brunswick, and W. H. Tidmarsh, of Charlottetown, representing Prince Edward Island.

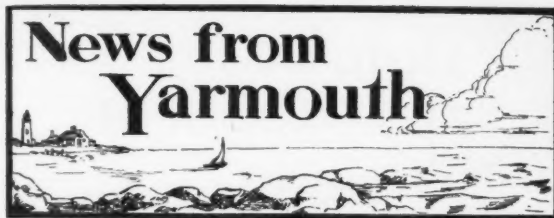
With the adverse weather prevailing the lobster fishing season along the Halifax county coast line opened on December 1st and will continue until the end of the month. The fishermen lost three or four valuable fishing days because of the weather.

Several Lower Indian Harbor fishermen have brought their vessels to Halifax to engage in the winter fishing from that port. Among the vessels which have changed their port of call are the *Catherine M.*, Capt. Emery; *Attention*, Capt. Hubley; *Loyalist*, Capt. Cleveland; *Rose and Dorothy*, Capt. Richardson, and the *Lottie M. Blanche*, Capt. Boutilier.

Fishermen who extend their activities to the Bay of Fundy will be interested to know that repairs to the Lurcher Shoal Lightship at the entrance to the Bay of Fundy have been completed. Early in December the lightship was replaced on her station in 52 fathoms of water, 2½ miles from the 1½ fathom patch on Lurcher Shoal. A notice to mariners also says that the fog siren on Plate Point, St. Pierre, Miquelon, has been discontinued until further notice. In its stead a gun will be fired every 20 minutes during thick or foggy weather.

While hauling their lobster traps off Peggy's last month Burtin Manuel and Richards Crooks had a large mump fish swallow one of the bobbers on one of their lines—a very uncommon occurrence. The fishermen were obliged to haul their line back into the boat again to liberate the sea monster. It was found that the fish had swallowed the bobber so far that it was necessary to use the gaff to tear it out. When liberated the fish swam off as if nothing had happened.

Extremely favorable is the report of the Eastern Fisheries Division for the months of November, showing an increase in quantity of 1,209,300 pounds and an increase in value of \$102,731 for the Nova Scotia fish catch for the month as compared with the figures for November, 1927. The total quantity of fish landed during November, 1928, was 17,731,000 pounds having a landed value of \$450,129. In November, 1927, the catch amounted to 16,521,700 lbs having a landed value of \$347,398.



(By the Lurcher)

STATISTICS issued by the Yarmouth offices of the Boston and Yarmouth Steamship Company, Limited, for the eleven months ending November 30, 1928, showed that for that period the company's ships *Yarmouth* and *Prince George*, on the Boston-Yarmouth route, and the *Evangeline* of the new New York-Yarmouth service, inaugurated last June, transported a total of 79,346 persons. Of that great number 71,193 are accredited to the steamships *Yarmouth* and *Prince George*, while 8,753 were carried by the *Evangeline*.

The Boston and Yarmouth steamers carried a total of 2,653 automobiles, which number exceeds that of previous years by some hundreds. On the *Evangeline* 368 cars were handled making a total of 3,031 automobile parties to enter Nova Scotia by these lines. The statistics also show that the ships carried a total of 23,989 tons of freight for the eleven months. During the three months' lobster season 10,114 packages of live lobsters were shipped to Boston, which number was somewhat below a normal year. In the berry season 13,517 crates of strawberries and blueberries were sent to Boston, which was also considerably below the average. The season in every other particular is considered a very satisfactory one and with the month of December to go it is expected that the passenger travel for the year will reach close to the 85,000 mark, a record in the history of the line.

Capt. H. McGinn, of the Consolidated Lobster Company of Boston spent a week early this month at Halifax and Yarmouth and has since returned to his home at Somerville, Mass.

Dominion Fishery Officer James G. d'Entremont of West Pubnico, Yarmouth County, has prepared the following statistics of the fresh fisheries as carried on in Yarmouth County for November and their value. The statistics are his official report to the Department at Ottawa, and are as follows.

Cod	39,900	\$838.00
Haddock	86,700	2,601.00
Hake and Cusk	41,600	541.00
Pollock	300	3.00
Halibut	500	85.00
Eels	44	528.00

The prices are the highest paid in these parts for many years and the fishermen have, consequently enjoyed a very busy fall. Fish have been taken in goodly quantities and every day that the boat fishermen have been able to get out they have stocked well, some of the highliners averaging close to the three figure mark.

Word received here on the 14th inst. was to the effect that the Pan-American Transport Company's large steamship *Cerro Ebano*, Capt. Stephen H. Cook, had rescued the crew of the waterlogged schooner *Edward B. Winslow*, of Portland, Maine. The rescue was made about 400 miles southeast of Cape Hatteras, when the *Cerro Ebano* was bound from New York to Aruba, Dutch West Indies. Capt. Cook, is a native of South Ohio, in Yarmouth county, and on this voyage he is accompanied by Mrs. Cook.

Capt. Harvey Goodwin, one of the few skippers of the fishing fleet out of Pubnico, Nova Scotia, of a half century ago, very quietly, on the 10th inst., celebrated his 87th birthday at his home at the above place. During the day many of his neighbors and friends called and extended to the venerable captain, best wishes for his continued good health during his remaining years. Capt. Goodwin also for some years sailed from Gloucester, Mass. Owing to his great age he is now somewhat blind and deaf and a few years ago while visiting his children in Massachusetts met with an accident which has more or less incapacitated him. Despite that, however, he

is continually about and shows a keen interest in all that is going on in his community. Mrs. E. Gordon Goudey, of Brookline, Mass., is a daughter of Capt. Goodwin.

Capt. Lemuel E. Firth, of Gloucester, Mass., is spending a week or so visiting his parents, Mr. and Mrs. Uriah Firth, at their home at Jordan Ferry, Shelburne County.

The death of Captain Benjamin R. Smith, took place recently at the home of his daughter, Mrs. Willard C. Nickerson, Port LaTour, Shelburne County, after about one year's illness of paralytic complications. Capt. Smith was eighty-five years of age and was born at Cape Negro. Early in life he started a seafaring career, soon rose to an officer's position and for several years sailed in the foreign trade as a first mate for the firm of E. Churchill & Son, of Hantsport, Nova Scotia. Retiring from the large ships Capt. Smith returned home and for a long period sailed in the coastwise trade between Nova Scotia and New England ports. In 1906 he retired from the sea for all time and accepted the position of Collector of Customs, at Port LaTour, which position he held until 1921, when he retired. He was a valued member of the United Baptist Church, at his home town; a Past District Deputy Grand Master of LaTour Lodge, I. O. O. F., and the oldest member of Philadelphia Lodge, A. F. & A. M. Besides the daughter with whom he resided, Capt. Smith also left one son, Capt. Ralph H. Smith, of New York; two brothers and one sister.

Capt. William Atkinson, who during the fall has been skippering the Yarmouth schooner *A. W. Longmire*, has retired and is now ashore. He has been succeeded in that vessel by Capt. Amos Braanen, one of Yarmouth's youngest skippers who during last summer made an excellent record in Lawrence Sweeney's auxiliary schooner *Walter Junior* out of this port. The *Longmire* is owned by the Yarmouth firm of Austin E. Nickerson, Limited.

A conference of the various men and firms interested in the lobster industry was held in Halifax early this month. Questions regarding the proposed changes in size limits and seasons, were seriously considered as well as the recommendations of the recent commission regarding standardization of factories, official quality inspection, improved marketing and internal co-operation between the fishermen and canners. It is understood that a fairly large and representative gathering was present and the subjects under discussion were all of vital importance to those concerned.

Capt. Thomas Roy Coffin, who has recently been appointed to the command of the new Canadian National Steamship *Lady Nelson*, the first of five ships built for the new Halifax-Saint John and West India service, is a Nova Scotian, the son of the late Thomas Coffin, of Barrington, Shelburne County. He was born in the halcyon days when master mariners, sailormen and ships from Nova Scotia sailed the seven seas and were known the world over. Although still a young man, Capt. Coffin began his career so early in life that his span of service goes back from this beautiful new liner which he now commands, to the old full rigger which went pounding down around the Horn, or to Cape Town, in the '80's and '90's of the last century. In 1900 Capt. Coffin retired from the sailing ship and entered the employ of the Pickford & Black Company, operating ships between Halifax and the West Indies and has served in that service ever since. In 1913, shortly after the Royal Mail Steam Packet Company entered the above service, Capt. Coffin entered that line as a pilot and remained with it until 1919. In that year he resigned to take a master's position with the Canadian Government Merchant Marine, now the Canadian National Steamships. He was placed in command of the *Canadian Pioneer*, but in 1921 he was transferred to the *Canadian Victor* and for a trip or so was in the Canada-United Kingdom trade. Later he was transferred to the *Canadian Forester*, in the West India trade, and he remained as master of the ship until 1927 when he took over the reconditioned ship *Canadian Skirmisher*, on the eastern route between Halifax and the West Indies, until the fine ship which he has recently taken was ready for the route.

The Publico fishing schooner *Louis P.*, which was recently purchased by Dr. Alexander, of St. Vincent, Barbados, has arrived at that place after a passage of about nineteen days from Yarmouth. The new owner of the vessel will use the craft freighting between ports in the West India Islands. The crew to take the *Louis P.* to St. Vincent was principally from Yarmouth and a few days previously to the arrival of the vessel considerable consternation was aroused when a report became circulated that the hull of the schooner had been

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By M. E. McNulty

THE closing of the lobster fishing season in the River Philip to Choepish River section, found the season resulting in two things of importance, one favorable and the other unfavorable. The total catch for the season was larger than ever before. And never before was there so much damage to the traps by seaworms. The damage was inflicted even when the traps were creosoted. There is a movement afoot to change the season from the end of the year to the spring, in order to get away from this destruction of the traps.

The biggest portion of the live lobsters shipped for the season went to Boston, and most of the boiled lobsters went to Chicago. It is estimated that about 70 per cent of the lobsters were shipped out alive, as the duty was escaped in this way. However, Chicago is a long haul and some of the receivers prefer to have the shellfish arrive boiled, because of fear the live lobsters will not be alive when they get to the Windy City. The Chicago market for boiled lobsters is practically a new one. In the past the shipments to Chicago have been almost all of live lobsters, and much smaller in total than the quantity of the lobsters. Keeping pace with this market is the Boston market. The demand for the lobsters from Boston was never as good as for the latest season.

The demand for the small lobsters suitable for canning, continued not better than fair. In some spots the demand was poor, due to canneries being closed.

The fishery inspectors and overseers carried on a campaign against keeping berried lobsters. In all the districts this campaign was on, and more prosecutions were made than ever before. The overseers have been instructed to watch out closely for the keeping of berried lobsters as well as for fishing between seasons.

John H. Rowlings recently completed the construction of a new cannery at Petweswick Harbor. This building will be used principally for the canning of clams. United States capital is behind the new undertaking. Manager Bernard, formerly of New Glasgow is in charge; and has taken up his residence at Petweswick Harbor. The new plant is expected to offer a market for the clams in that section. The producers have had plenty of clams in the past but have had to ship them out of the section, for sale to canneries elsewhere and also to the maritime markets. What was needed, apparently, was a local cannery. This is now assured, and clams will be packed all through the winter, thus providing a sale for the clams dug in that section during the period when so many of the fishermen prefer to keep on shore. In the past, they have not been able to satisfactorily concentrate on the clam harvesting, owing to the absence of a local market.

Capt. Earl Denton, now of St. John, was a recent guest of his parents, Mr. and Mrs. Johnson Denton in Westport, for about a week, during which he met many of his old friends.

The schooner *Bright*, once a familiar figure in the fish carrying trade, is now beached at Falmouth Foreside. Somewhat over a year ago, the *Bright* was in collision with a steamer off Delaware Cape. She was towed to New York where she was tied up for some time. However, instead of repairs being made, the *Bright* was towed to Portland where she was tied up for a time. The owners decided to sell her instead of making the repairs and Oren R. Swett of Falmouth Foreside, formerly interested in the fisheries, became the new owner. He had the *Bright* towed to Falmouth Foreside and there beached. The hold and upper deck have been converted into dance halls, and the outside of the hull painted in gaudy colors as she lies on the sand. Mr. Swett will use the old schooner as a dancing resort.

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ATLANTIC FISHERMAN, JANUARY, 1929



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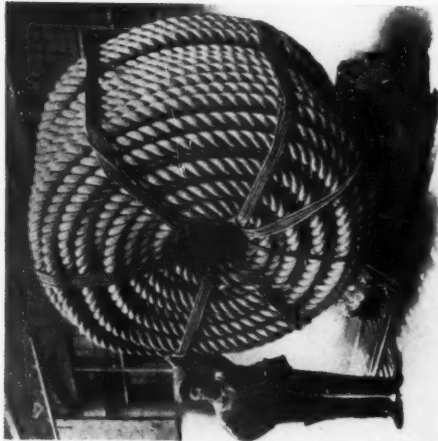
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The St. John Section

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The bag net season on smelts opened December 1 and the number of men engaged in the smelt fishing this winter is larger than ever before. The gill net season was reported to be successful on the whole although in some spots the smelts were said to be quite scarce. Along the Northumberland Strait on the New Brunswick side, the catches of smelt during the gill net season were reported ranging from fair to good each day except in Shediac Bay, where conditions were reported poor. Along the shore of the strait shipments were made every day, during the gill net season, most of the smelts going to Boston and New York. All the fish were either packed in ice or frozen. It was possible in November to freeze the fish by natural means. The smelts have been running to very good sizes thus far this winter. There has been no steady rate of pay for the producers, the prices varying, and are similar to those of last winter.

John M. McDade, of Beaconsfield, lost a large shed and contents recently at a midnight fire. Mr. McDade's property is just over the St. John city boundary on the west side of St. John harbor. When the fire in the shed was noticed a telephone message was sent to the Carleton section of the city fire department. However, the firemen had received instructions from the heads of their department that they could not go outside the city borders and fight fires without the consent of a superior.

It was necessary to wait until the district engineer arrived at the scene of the fire, before an effort was made to subdue the flames which were then gaining headway in the shed, which is a large building and used by Mr. McDade for curing fish, and storing his fishing gear.

The Carleton firemen brought a hose wagon, but they stood looking at the flames devouring the building until the district engineer arrived on the scene. At his order, a stretch of hose was connected with a city hydrant, and used to protect city property from the fire. Finally, the stream of water was used on the residence occupied by Mr. McDade, in order to prevent a spread to houses on the city side of the line. The residence of John McGinnis, also a fisherman, who lives next to Mr. McDade, was in the way of the fire, and the water was also played on this building.

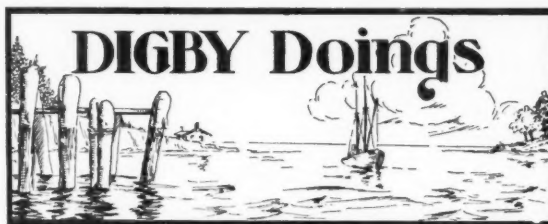
The shed, some fish, and practically all the nets and other fishing gear owned by Mr. McDade were destroyed completely. Had water been played on the building at the start or soon afterward the damage would have been slight. The wait for the district engineer was responsible for the loss of the building and contents. As it was, the side of the McDade house, which faced the burned shed, was severely scotched, and it may be necessary to replace the present outside with new boards and shingles. The roof was also slightly damaged.

Capt. Hilbert Garron of Westport recently closed his handline fishing operations in the Grand Manan section, for the winter period. Capt. Garron used the auxiliary boat *George Nelson* in his operations around the big island, and his catches on each trip during the period he was fishing around Grand Manan were reported large. Practically all the fish he caught were taken across the mouth of the bay to Westport and sold there. It is understood Capt. Garron intends to return to Grand Manan in the early spring for the handline fishing.

Sure that several good scallop beds exist in Passamaquoddy Bay, some of the fishermen of that section are arranging to go after the scallops with modern equipment. For many years fishermen have been on the Canadian side of the bay dragging for the scallops, and the catches, while small, have been considered satisfactory because of the crude equipment.

The boats have all been small, and there have been some without motors. Those that have been equipped with motors have had no hoisting equipment. The lack of this hoisting equipment has made the dragging a slow and tedious work, and limited the catch. In order to have a big catch of scallops it is necessary to have the motorized hoisters, as the hoisters save time and bring up more scallops than can be brought up by hand. It is out of the question for one or even two men to handle a triple rake satisfactorily. With the single rake the results are small,

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By James J. Wallis

NOT for many years have the boat fishermen of Digby and Annapolis counties had such fishing as they have enjoyed during the past few weeks. Fish have been very plentiful and the market has had an upward tendency. Every day the weather allowed, the boats made uniformly good catches. Of course some boats did better than others. For instance on December 6th two Port Wade fishermen came into Digby with their boats loaded to the gunwales with haddock and cod, stocking \$125 for the day's work. On the same day two Victoria Beach men stocked \$90, and several others made from \$50 to \$60. The oldest fishermen can hardly remember when cod and haddock were so plentiful, and all within two minutes' run from shore, in easy call of their own homes. Large catches have been made before, but from ten to fifteen miles from shore, necessitating a large expenditure in gasoline, etc.—this catch was made almost in their own yards and lasted several weeks, in fact, is still on. Employees of the local fish firm are getting more work, the ice men are selling more ice, and with haddock selling at three cents and cod at two and a half cents, the boat fishermen of this section of the province are assured of one of the brightest Christmas seasons of their lives.

Quite an important business deal has been consummated at Centreville during the past month when the large fish plant established by the late firm of A. Boutillier & Co., and which for the last five years has been owned by Chas. R. Morton, was sold to the Lunenburg Sea Products Co. The Lunenburg Sea Products Co., own and operate quite a large fleet out of their own town and have extensive interests throughout that county, but as far as we know this is the first time a Lunenburg company has endeavored to get a foothold in Digby county. Mr. Morton will remain in charge for the new owners until the end of the season at least.

Another serious accident took place in the scallop fleet on the morning of December 13th, when Harry Longmire got caught in the winch and before the machine could be stopped was so seriously injured that his left arm had to be amputated. It was thought at first that his left leg would have to go the same way but fortunately the doctors have been able to save it. This is the third accident of the kind in the fleet since it came into existence, one of the victims—a man named Halliday—having been killed. The first one was Capt. John Hayden, who lost his left arm the first year the fleet operated.

A new "baby trawler" named the *Seymour* was launched at Shelburne from the shipyard of V. D. Bruce, for Capt. George Morrell, of Digby. She is fitted with the latest type of dragging and hoisting gear, and will go into commission shortly, under command of a Lunenburg skipper. Details of this craft were given in a recent issue of the ATLANTIC FISHERMAN.

The catch of scallops has shown quite a decline over that of last year. The weather has been against it and the fishermen claim that the scallops are getting scarcer. It is true that when the boats do get out they bring in as large catches as they ever did, but they stay out longer, two tides instead of one.

The weather this fall, although rough has been decidedly open. At this present date we have hardly had frost enough to form ice and the temperature is about the same as October. The roads, on the whole, are still good for the movement of fish and large truckloads are coming in from "Neck" points daily.



By Cecil Boyd

DURING the month that has passed since my last writing, the weatherman has not shown as favorable a disposition, so far as fishing weather for the boat fleet is concerned, as those interested could have wished for. The worst week was that ending with Saturday, December 15th, which proved a total blank, the fleet not getting out a single day of the six. The several days on which the fleet got out the week previous to that had one, resulted in good catches being made, and what with the fares landed by the local fleet added to the quantities gathered along the County coastline and the Cape Breton shore and brought here by the Government collecting boats and fish company smacks, the local buying firms were swamped for a day or two, but the situation was soon relieved by a few non-fishing days that followed.

The Monday following the blank week referred to in the preceding paragraph, in conversation with the captain of one of the fish smacks from Ingonish, C. B., which had just arrived with a big cargo, it was rather astonishing to learn from him that the Ingonish fishermen had been able to get out every day, with the possible exception of Saturday. My informant was not sure about that day, as he had left there very early that morning, and at that time it was rather unfavorable looking, but they had been out every previous day of the week. They fish very close to the shore there now, and the high prevailing winds here, which had prevented our local fleet from operating, had not affected them, being in the lee there. Quite a number of Newfoundland craft are fishing at Ingonish now, according to the Captain. The fishing on that coast has been very good.

There has been another addition to the Canso small boat fleet since my last month's letter. The gasoline schooner *Frances Lenore*, 12 tons of Port Bickerton, Guysboro County, has been bought by Angus Munroe of Canso, who has returned to fishing. His new purchase was brought here by him a fortnight or so ago.

The steam trawler *Raymond 'Or*, Captain Chris Samuelson, which has been operating out of this port for the owners, the Maritime Fish Corporation, brought in 75,000 pounds of fish just before Christmas, and as usual laid up over the holiday for a few days. She will be going back to the banks again this week. The *Raymond 'Or*, is the only steam trawler that has been fishing out of here this summer and fall.

A. A. Pothier, the local Fishery Inspector, with headquarters at Guysboro, was here about the 12th of this month (December) to receive the usual annual Fishing Bounty claims, which have to be entered before the end of the year. Fishermen, including boys 14 years of age and over, who have fished for at least three months of the current year in craft of 13 feet keel or longer, are entitled to the bounty, steam trawler fishermen being excluded.

The Biological Board of Canada are advertising the giving of 25 scholarships for Maritime fishermen, for the Short Course for Fishermen, which is being put on again this coming winter at the Biological Station at Halifax, N. S. The course this winter will cover six weeks, beginning January 16th, 1929. At the completion of the course, each student will receive the sum of \$45.00, plus the amount of the return fare to the railway station nearest to his home. Only bona fide fishermen between the ages of 17 and 35 years are eligible, and they must also have passed through Grade VI or its equivalent.

Last winter, when this educational short course was first tried out at the Experimental Station at Halifax, two young fishermen from Canso and two from Dover, the little fishing village some five or six miles from Canso, attended. Joseph Manuel, son of Captain Jake Manuel, of Canso, was

one of the students from here, Harold Flaherty, son of Edward Flaherty being the other. Joe is now Secretary of the Canso Fishermen's Federation. It is believed there will be some applicants for the scholarships from Canso and district, but I cannot say, at this writing, who will attend.

The question of making some use of the large amount of waste that accrues from the handling and preparing of fish products for market, is one of great importance to the industry, and the dealers here, as a whole, were much interested in the recent visit to Canso of a representative of a London, England, firm, engaged in utilizing waste products of this kind. His coming here was to look into the possibilities for the establishment of a plant at Canso. He arrived here, accompanied by his wife, from Port Hawkesbury, and had previously visited Toronto, Montreal, Halifax and other Provincial fishing ports, getting first hand information on the subject. He remained here the better part of a week, then returned to England, and apparently, was well pleased with the prospects for a successful plant at this port.

A good many years ago, before the war, the Federal Government erected a dogfish reducing plant on an island point across the harbor from Canso town. This was put up chiefly with the object of assisting the fishermen in combating the ravages of the dogfish, this bane of the fishermen's occupation being then quite a problem. These pesky members of the fish tribes were bought by the plant for some years, while the establishment remained under Government control and converted into oil, fertilizer, etc., but during the stress of the war days, the whole works was sold to a private concern, and after that, changed hands again once or twice. The various owners continued to experiment with it, installing different kinds of machinery, and making other changes, but the last owners, a United States firm, gave it up about five years or so ago, since then the plant has stood idle. This firm last mentioned still owns it, and pays a local caretaker to keep an eye on the property, but otherwise pays no attention to it. Whether it will ever be operated again, or what will become of it, is often a subject of local speculation. The only plant here now that makes any use of fish waste is that of the Robinson Glue Works, which is connected with the Maritime Fish Corporation, and uses a lot of the offal coming from the Maritime's fish plant in the manufacture of glue.

The schooner *Sabena*, Captain Patrick Dober, is in port now, leaking some, as the result of stranding on a ledge while entering Canso harbor on Christmas Day. She may have to go to the slip, as a result of the mishap. The *Sabena*, a Newfoundland vessel, was coming here from Queensport, and has a big cargo of salted fish, cod oil, etc., for Gorton Pew Company, Gloucester.

The branches of the Fishermen's Federation, which were organized last year around the shores of Isle Madame, Cape Breton, and which soon after their organization began to try and better their economic condition by experimenting in some co-operative buying, are making good progress, according to reliable reports. The fishers of that island are feeling highly gratified, these reports say, with the results of this year's fishing operations, which up to the present, has exceeded the total of last year's catch. With a gas station of their own, the fishermen get their gas for 30 cents per gallon, and since its installation have used many thousands of gallons, with a saving of several hundred dollars since August last. The Federation buys flour by the carload, and sells to the fishermen at cost, making another item of saving for them through their co-operative plan.

Tonight, (Dec. 27th), just as I am concluding these notes I hear that the fleet has got back from the grounds, and practically all report splendid catches. The day has been a beautiful one, almost like a summer's one, and tiptop fishing has rewarded the fleet. The winter haddock season is now on, and the bulk of the fares at present are made up of these fish which are still selling at the same price, \$2.50 per cwt., quoted in my last month's report. Christmas and New Year's weeks used to be the height of haddocking in the years when the winter haddocking was in its prime here, and it is hoped that this season may show similar results.



By H. R. Arenburg

THE auxiliary schooner *Alcala*, one of the well-known contestants in the Nova Scotia Fishermen's Races and formerly sailed by Capt. Roland Knickle, has been sold to Newfoundland parties.

The schooner *Agnes McGlashen*, Capt. Waumbeck, has sailed for a West Indian port, loaded with a cargo of drum fish shipped by G. C. Romkey and Company, West Dublin.

The schooner *Donald A. Creaser* has been purchased by Newfoundland parties. She was sailed by Capt. Ellison Creaser of Riverport.

It is intimated that at the last session of the House of Commons, the Federal Government will introduce legislation providing for the payment of reparation claims of Nova Scotia fishermen and vessel owners, who suffered losses during the war. Commissioner Friel's report was filed some months ago and the government has been working on the necessary legislation to provide for the payment of large sums due Nova Scotians, who lost heavily during the war, as a result of the German submarine warfare. A large number of fishermen are affected.

The schooner *Mazwell Corkum*, Capt. Leo Corkum, fall fishing, landed a catch of 1200 quintals.

The crew of the schooner, *Clara B. Creaser*, Capt. Henry Creaser shared \$625 per man for the summer fishing season.

Schooner *Jean Smith*, Capt. Albert Selig, is at Newfoundland for a load of frozen herring for Lunenburg.

Schooner *Freda Himmelman*, Capt. Arthur Himmelman, has returned from Newfoundland with a cargo of dry fish for Robbin, Jones & Whitman.

The schooner *C. C. Andrews*, Capt. Howard Corkum, has arrived with a cargo of salt from Turks Island for the Lunenburg Outfitting Co., Ltd.

The Lunenburg Sea Products and Cold Storage, Ltd., which, since its organization about three years ago, has been from time to time, enlarging its business, has still further expanded by the recent purchase of the fish factory and entire equipment of C. K. Morton of Centreville.

The loss is reported of Arthur Mason from the schooner *Aramay*, Capt. Roger Conrad, on passage from West Indies. The drowned seaman is a native of Newfoundland.

Wilson Morash, son of Nelson Morash, Blue Rocks, had his arm badly injured while scallop fishing. He was fishing with Watson Griek when his arm got caught in the hauling engine and was badly crushed below the elbow. He was immediately brought to Lunenburg where the arm was X-rayed by Drs. Maclellan and Creighton and was found to be in such a bad condition that it could not be positively ascertained whether or not the arm can be saved.

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and even at that the smallest of the scallop rakes is hard for one man to handle, and also handle a boat. There are some of the boats that are manned by only one man.

The demand for the scallops has been good. In fact the whole catch is taken up without trouble. However, the quantity is too low to accomplish anything, except for some individuals or couples. One of those who is sure there are large scallop beds on the Canadian side of Passamaquoddy Bay is Dr. A. G. Huntsman who has charge during the summer season of the biological station at St. Andrews. He has had an opportunity to study the scallop question as it affects the Quoddy region and east to St. John, and he is convinced the beds are along the coast, and particularly around Passamaquoddy Bay on the Canadian side of the line.

Another section that is to be developed for scallop fishing is that from St. John east along the Fundy shore to

Salmon River. Digby draggers who have worked this part of the shore say there are beds of scallops around Mispeck, Black River and St. Martins that are worth while. The amount of scallop dragging in this section of the coast until 1928 was very small. It was not until several of the Digby scallop draggers came across the bay in modern boats with modern gear that results were obtained. It is felt that the department of marine and fisheries should have one of the patrol boats look over the section of the shore in question and find out just where the beds are. This would save a lot of roaming about on the part of the draggers, with much of the dragging useless because of being off the beds.

Emery Lambert, Alonzo Conley, Albion Richardson, James Stuart, Hartley Wentworth, Harold Lord, Arthur Haney, Wesley Welch, all weir owners and operators of Deer Island have been working out plans for the indemnities to be asked from the Cooper Tidal Power Company, for damage that will be inflicted on the fisheries in the Deer Island section by the tidal power development launched by Dexter P. Cooper of Boston and New York. Mr. Cooper who has been living on Campobello Island for several years wants to start erection of the dams in Passamaquoddy Bay, as a start on his power scheme. Advocates of the power development claim there will be no damage to the fisheries by the damming of the waters. However, Dr. Huntsman of the St. Andrews biological station, says the dams will create havoc with the fisheries in that section. The Deer Island fish producers want the dominion government to give no permission to the Cooper Company to commence work on the dams until assurance is given about the indemnities for the fishermen. There has been a difference of opinion among the weir owners as to what basis would be used for figuring on the individual indemnities. The committee of men named above was chosen for this purpose. They represent various parts of the island. The headquarters of the campaign against the power plan are at Leonardville, where the meetings have been held that have settled the policies of the producers. All seem convinced that the dams will harm the fisheries, chiefly the sardines, and that these little herring will go elsewhere than the mouth of the Bay of Fundy when the dams are built. Allen Treccartin and Guy Lambert have been officiating as chairman and secretary, respectively, of the campaign against the power scheme and for the payment or arrangement for payments of the indemnities in advance. Between 200 and 250 are owning and operating weirs at Deer Island.

Capt. Wintford Garron has placed his auxiliary boat in the scallop fishery after the boat was laid up for overhauling and equipping. Capt. Garron's boat is called the *Daniel B.* Captain Welch has also placed the auxiliary boat *Elaine II* in the scallop dragging, with John Swift and Len Titus in charge.

Maine Activity

(Continued from Page 20)

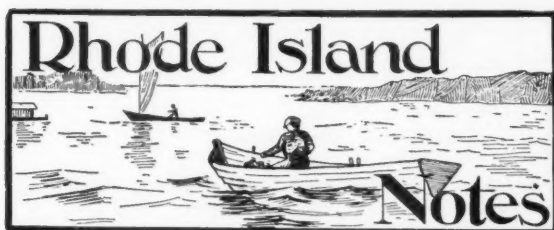
tried to flood the forecabin with pails of water. It looked as if they were succeeding but as they neared the Lightship the flames broke out anew. A hose from the engine room of the big government craft saved the day, but it pumped water into the *New Dawn* for nearly half an hour before the blaze was extinguished. The schooner was down by the head, water-logged and steering very badly when she finally got back to Portland. The forecabin will have to be entirely rebuilt although Captain Dexter thinks the hull is all sound.

Captain Morton L. Selig, of Gloucester, a veteran banks fisherman, was given command of the *Georgetown*, last of the three beam trawlers built at the Bath Iron Works. Cap'n Selig is a native of Port Midway, near Halifax, N. S., and has been fishing since he was 11 years old.

I notice that over at Eastport the J. P. McCurdy Fish Co., gave an informal supper in its boning shed to employees, setting the tables with a full boiled dinner, cakes and pies. Suppose feeding them a fish dinner would have been like telling a letter carrier he must walk for exercise. Folks do like a change good as fish is.

Another trip recently along the shore west of Portland still further convinced me that Dame Nature was mighty niggardly toward the fishermen in the way of natural harbors. I

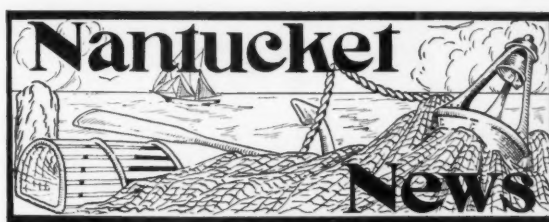
(Continued on Page 31)



By Henry H. Brownell

NEWs has been rather scarce around these diggings this last month, as regards the fishing industry and there isn't much of note. I was over to Block Island early in December investigating the reported scarcity of cunners and found it only too true; there is no more. Went out cunners one morning and came back in the middle of the day with a very light catch; finally ended the day golfing over on the south side of the Island. My score? Oh about a hundred strokes for the nine holes, this being my first attempt at the game.

Looks like things were on the upgo for Block Island; a new ice plant completed this past summer; a boat running from each harbor during the winter, with direct communication to New York by way of Montauk being scheduled for the summer, with this service to the mainland augmented by the excursion steamers that run every season, Block Island should not lack for transportation. Legislation asked for by Congressman Burdick with a view as to the advisability of deepening the west harbor and approaches so as to accommodate larger vessels will do much for the Island if the pro-



By Isaac Hills

NOW and then we have a cold morning, and attend a session at the Wharf Rat's Club, otherwise known as Herb Coffin's Army Navy Store, while the old "Ram Cat" makes an attempt to warm the shins of cold fishermen. Queer how a few red coals will warm things up and get the gang lying like a bunch of pirates.

Marshall Barrett starts telling of frying eggs on the bare steel deck of a steamer in the middle of January when he was coasting, and they are off. Walter Jewett starts on shooting snow white whistlers with green heads, and getting his hat blown off while "Lying at decoys". Next a debate on fried gull, and coot and old squaw stew, and the quality of a fried seal liver.—How four men killed five brant without putting a shot into any one of them, by cutting off their wind, and letting them kill themselves by the fall. Then Bill Worth comes across with one where his partner dropped a blue bill in his decoys and the bird being so mad over not being killed outright that he came ashore and chased the partner out of the stand. Then present day liquor comes in for an overhauling, and Herb Coffin himself

A

Lake Erie Gill Netter

The *Liberty* is 75' by 16' x 7' has 150 h. p. steam engine, and carries the captain, an engineer and four men. She cost about \$15,000.



ject is favored by the Committee on Rivers and Harbors to which it was referred.

Capt. Earl Clarke has gone skipper of schooner *Isabel Q.* and has rigged her over from a scalloper to a dragger. He expects to fish out of Newport.

Some of the bay scallopers had a few days of good scalloping in Seaconnet River after a strong southeaster which blew the grass off of some of the grounds where it had been too thick to allow much dredging. The outlook for a good scallop season next September is rather slim. As regards Seaconnet River reports from Greenwich bay are a little more optimistic some seed showing up there.

Howard Vars at Point Judith has nearing completion a boat 36 feet overall, 10½ feet beam and is installing a 37 horsepower Standard gas engine. Mr. Vars built her in his yard and says it is his intention to rig her up for an otter trawler. She is of rather more substantial construction than is usual in a craft of her size and very roomy in the hold.

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comes in with a yarn about a drink of rum he took twenty-five years ago that drove the nails out of the toes of his shoes. Here's a good one—Alleck McGarvey, and another (unknown) had a race on eating eel chowder and when they called quits, they laid the eel bones end to end, and Alleck had finished twelve feet and his opponent eleven feet six inches.

Another good ship met her fate by fire off the fishing grounds the other night, when on December 12th, the Sloop *Alma T.* burned up. Capt. Charles Tapper gives the report that the boat was dragging when the flames were discovered between decks, aft, near the generator and she was all ablaze and beyond control when Capt. Tapper and the crew went aft with the extinguishers. The crew took to the dory and were immediately picked up by the *Hope*, who took them ashore here on the Island. The *Alma T.* was a sixty footer, valued at \$23,000, and had about 8,000 lbs. aboard when the disaster occurred.

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By Joseph C. Allen

TAKING things by and large, as the goosefish said when he swallowed the haddock, the month of December has been one of the most remarkable winter months that we Vineyard sea-skimmers have ever known. Not only have things worked out unnaturally here at home, but the decidedly unnatural or anyway unusual trend of things in general in distant places have effected things hereabouts in a most peculiar way.

As we have hailed before, the weather has been extremely mild and is at this writing, as a matter of fact. With the New Year close aboard of us, we haven't had ice enough to chill a sand-dab and the prevailing winds have all been from the southward.

This has kept the summer fish running later than common and has worked out well generally for those who kept their twine overboard. A peculiar thing about it though, the mackerel have been reported thick in Boston Bay for the whole month and only a scattering one or two has been picked up here and those were in the ponds. But the butters ran late and didn't disappear until after the first part of the month.

Lobstering has been extra good all through the month. There were lads from the westward of us, and some of the Island boys themselves who have still got a few strings of pots overboard and are doing very well with them, but this is due to stop almost any time now.

Offhand, the natural thought would be that this late lobstering would have paid well as the prices usually run clear to the masthead at this time of year, but here's one place where old John J. Phenomenon gets in his work.

The same fine weather and lack of gales that made things good for us here, also made things as good or even better down East and the Maine lobstermen were not blown out of water by nothe-easters according to schedule but continued to fish in peace and tranquility for a month or six weeks later than our oldest inhabitants can remember. The result has been that the markets have been overloaded with lobsters and the price has been just about half what it was a year ago. Oh, there was profit in potting but nothing to what we've seen and while the fishermen themselves didn't actually lose anything, being able to sell their catches as fast as they brought them in, our local dealers who ear the lobsters and hold them for the usual rise that brings them their profit, are holding the bag like the proverbial snipe-hunter and are just about as likely to get anything in it.

Another thing was the dragging inshore. The flounders were not particularly plentiful nor of unusually large size, but the fishing has been fair and the demand as well. The boys have paid their way alright and are not kicking, but it just happened that at almost the last day of November, there came a run of seup and southern flukes on the Jersey coast and the traps down there mopped them up for a few days. With those fish coming into New York, it stove a hole in our market that nearly scuttled it for a while. No one around here, and we have the opinions of men who have fished for ninety years, more or less, have ever known of such a thing happening before.

The cod-fishermen have done very well with their hand-lines and will be line-trawling by the time this report gets into print. Cheap as the cod run, and few as the steakers are in these waters, this kind of fishing is a pretty safe and dependable source of income when things are moving slow and there isn't much of anything else to go after.

The yellow-tailing began about the second week in the month and there are plenty of these fish. Prices have been very low, however, except for one week when we had a

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By J. R. Leonard

THE crew of the sloop *Hattie T.*, hailing from Greenport had a very narrow escape from drowning which will be an experience probably long remembered by them. While about 75 miles off Fire Island and in a blinding snow-storm it was found that she was making water quite fast. It was first noticed by the flywheel picking up water and spraying it around. Her pumps were started, but the leak which evidently was beneath the engine, was more than the pumps could handle and the crew then realized their position was indeed serious. The crew, three in number, brought their mattresses on deck and set afire to them hoping to attract some other vessel. The last flare was nearly burned out when another vessel sighting its last appeal made the rescue just in time. The sloop sank immediately after. The crew were set ashore in Manhattan. She was valued at about \$10,000, and had been engaged in sea scalloping. It was stated that she was owned by Capt. Edw. Reiter and had a large quantity of opened stock on board.

The sea scallop has returned to its old grounds off Fire Island, on bottoms where they formerly were taken, but for months past, have been searched for in vain. The boats are bringing in on an average of 600 bushels a trip. The scallops being taken at present are much smaller than formerly, opening about 1 gallon to each two bushels, where heretofore they were opening nearly 1 gal to the bushel. The prices are low, too, bringing but \$2.50 to \$2.75 a gallon.

The trap fishermen of East Marion have finally decided that the butterfish have left for good. They have enjoyed a remarkably prosperous season. The catch of butters while light during the summer, increased in the late fall beyond their wildest dreams. Those who were fortunate in having their gear still in and intact benefited by the past mild weather. All are now busy on their gear for next season.

The draggers in and around Greenport are feeling the pinch of exceedingly mild weather in the scarcity of flat-fish. It is rather discouraging to drag all day for a barrel of hand size flats and then get but \$10.00 for the barrel. Draggers out of Nepauge and Promised Land are not faring much better. Cod fishing off the southshore is still very lean. It will take a week or so of good cold weather to improve the local fishing conditions.

The dredge *Progress* burned recently in the bay near Speonk, has been listed as a menace to navigation, and the Coast Guard has ordered its removal. Efforts are being now made to remove machinery and blow up the hulk.

Patchogue is to have one of the largest boat-building yards on the southshore of Long Island, now that Cory V. Searing took over the business conducted by Forrest W. Baker. For the past 30 years this yard has turned out some mighty nice craft and the new owner, Mr. Searing will follow the same policy. The buildings now located there are to be leveled and a number of new railways and buildings are to be built.

Long Island is fortunate in having a congressman who is alert and understanding of the needs of the local waterways. He has been very energetic in striving to procure the assistance of the government in making improvements and repairs on the lights and warnings to the mariner. Through his efforts Fire Island Bar is to be made as safe as possible through a warning device that will be visible to vessels attempting or about to make the passage. For years the toll of Fire Island Inlet has been heavy. Hardly a year passes when the toll of life and property damage is not heavy. Those who have attempted the passage from the calm waters of Great South Bay, to turbulent waters of Fire Island Bar, will appreciate a warning that will show the feasibility of the passage. Fishermen who use it often know the conditions there and are awake to each sign, but strangers have and probably always will attempt the impossible unless some warning is displayed. Another improvement that Cong.

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By the Fisherman's Doctor

SCALLOP fishermen in Passamaquoddy have not been having their former good luck and it is believed that the scallops have migrated to new beds, and it is now the job to discover their whereabouts.

Clam diggers and handlers have been very busy and over a hundred and fifty bushels a day of good clams have been marketed and the clam factory uses a great many. Canadian islands, too furnish many clams.

F. Morse and Son at Pleasant Point are building a 37-foot power boat for Lyman McFarland of New Harbor.

The recent storm did much damage to fishermen's boats at Southwest harbor and Manset. Jack Dowdell's boat was badly damaged and will have to be practically rebuilt.

The *Aspinet*, Capt. Wallace, recently took a large cargo of lobsters from Friendship to Portland.

Dealers in smoked herring are doing a thriving business at Lubec and Eastport. The American Can plant at Lubec has had built a new water tower with a tank eighteen feet high to supply the sprinkler system of the plant. Many hands are busy skinning herring at North Lubec.

Schooner *Benjamin Thompson* and the *Eleanor* recently came into Portland with nine thousand and five thousand pounds of groundfish respectively.

The Wyman factory and the Ray Company at Milbridge are very busy packing clams, and are employing many hands at steady work.

Extensive shipments of fresh herring are being made from Eastport, but many of the large weirs have been dismantled for the winter. Large herring for the boneless and smoked herring factories are now in much demand.

The Booth sardine plant after a successful sardine season has been reopened for the processing and handling of smoked and boneless herring and furnishes employment to fifty men and women.

Eastport has added the manufacture of kippered herring to its other fish business and is succeeding with it. The product meets with much demand.

Tons of live lobsters have been shipped to the cities during December so that the holiday trade has been very well supplied. 10,000 to 15,000 pounds daily have been sent from Maine to New York and Boston. From the consumers' point of view lobsters were never cheaper in recent years, nor a better supply on hand in the market. When the lobster catching season practically ended in Nova Scotia, then the season of New Brunswick waters opened up and will continue into June, and as Christmas holidays were approaching the lobster catches of Passamaquoddy Bay and Bay of Fundy and from the St. Croix river were sent into Boston and New York. There is and has been plenty of bait, and the expense of the lobsterman has kept about as usual, but the price he has been receiving from the smacks and buyers has been lower than ever, so lobsters have been looking good to the consumer and not so good to the lobster fisherman. Lobsters have been retailing in Boston at twenty-seven cents a pound, and have been at twenty-four in Bangor. The Atlantic Fishermen of the Maine coast have generally been getting pretty good catches, and the price is low, everybody has lived and lots of lobsters have graced the Christmas feast. Smackmen all along the coast have been unusually busy picking up lobsters and freighting them to Rockland, Portland and

Boston and New York, and thousands of men have had a hand in the game, and many thousands of dollars have been and are now invested in the business. Of course the Fisherman's Doctor is mostly interested in seeing the lobstermen do well, even with a low price paid by the smacks, all hands have not suffered too much. Where could state or nation spend money to better advantage and better a larger number of people sensibly than by improving the harbors and navigation of the little coast ports where the people earn their living by the lobster industry? Let the law makers at Washington and at the coming session at Augusta study the lobster industry and govern themselves accordingly. Take Corea harbor where dredging a harbor for the fishermen would benefit a lot of people and results accrue to both the State of Maine and the nation. Think it over, Washington and Augusta, and act on it. A barrel of lobsters weighs about 160 pounds and thousands of barrels are concerned and thousands of people figure in the industry. The lumbermen furnishing the material for the traps, net and twine manufacturers and dealers, the weirmen furnishing the bait, the ice men who cut the icing, the fishermen tending the traps and actually catching the lobsters, the smack carrying the lobsters, the great numbers of men

handling and packing, the coopers making the barrels, the steamers and railroads furnishing transportation, and lots of other side lines which I could mention, all are concerned in the lobster industry. Isn't it worth while to spend money dredging harbors to benefit the lobster fishermen who do so much for the benefit of so many thousands of the people who make so much flourishing business which benefit both state and nation? Really the lobster industry merits the attention and serious thought of the lawmakers. There are other harbors on the Maine coast which deserve and would repay attention a thousand fold. Corea is the most urgent case and should be quickly attended to. Fishermen need more effective organization and should gain their well deserved attention.

In appreciation of the faithful co-operation of his employees in the Prospect Harbor sardine factory, after the windup of a very busy and successful season, Calvin Stinson gave a party for them at which Roberts Orchestra furnished the music and Mrs. Mary Hamilton had charge of the refreshments. Over thirty guests enjoyed Mr. Stinson's hospitality.

Maine Activity

(Continued from Page 28)

believe I have spoken of difficulties at Wells Beach, Ogunquit and a few other places. But I overlooked one at Pine Point where the Scarborough River after winding through the marshes empties into the sea.

The sandbar at the mouth of the river has built up so that several hours during the low water stages it is all "bare ground" so to speak. The funny part of it is that once inside the bar there is a splendid harbor where, in summer time more than 25 boats, mostly those of lobstermen, are moored. Strange, that with so many fishermen involved, somebody with influence, can't interest Uncle Sam enough to dredge these obstructions clear.

At Cape Neddick precisely the same sort of conditions are again found. The Cape Neddick River winds across country and as it nears the shores widens out into a comfortable little harbor. Then it ambles under a new concrete bridge and on through its mouth into the open sea. But while it broadens as it ends, into what would be a fine harbor entrance, it also shoals, until as at Pine Point, there are only certain tidal stages when the lobster fishermen can cross the sand bar. Very little dredging would secure a channel here. As it is now the fisherman caught outside must either stay out or come in and beach his boat, throwing out his killick and warping her in as the tide serves. Quite a little lobstering is carried on out of Cape Neddick Harbor despite these unfavorable conditions.

Some of the Casco Bay Hampton boatmen who have built houses on their craft for winter use have rather overdone

the thing. A typical one is shown in the illustration. It is so constructed that amidstships where the helmsman stands there is full head room. From there forward the cabin or top is lower, but a glance shows that there is quite a surface for a merry winter gale to play against.

As one man put it, "A 30-foot Hampton want meant for a cruising yacht. Those tops are all right for work inside the bay, but most of them were put on by the boys who want to trawl and lobster offshore. And ten or a dozen miles out you do get some weather, some seas and some blows in an average Maine winter. Some of the boys that put tops on find them lots of protection all right, but they are also finding that under certain conditions they are doing some tall rolling. Guess the next thing will be for them to build on some nice wide sponsons."

Notwithstanding comments from the side lines, the fact remains that nearly all the Hamptons in commission have tops and there is a larger number of them fishing this winter than for many years. The boys say that while the tops may cause some rolling, it is nothing dangerous, and the slight discomfort from the motion is more than made up by the protection from the elements the tops afford.

I always like to motor down to Perkin's Cove at Ogunquit. It's a picturesque place now largely given over to artists in summer. It was once a prosperous fishing settlement, 50 or 75 years ago, and it would be today if—the same old story, a little dredging could be done there. Only a handful of fishermen now make the cove their rendezvous. Among them is Herman A. Knight, of Wells, a good-natured giant of a man, a splendid fisherman, and with a life time of experiences to draw from when it comes to stories. We were speaking of horse mackerel or tuna and I inadvertently asked if he ever knew one to tow a boat.

He led the way to a near-by fish house and took from the wall a great dried fish tail that measured nearly a yard from tip to tip across its spread. He smiled.

"There's a tale goes with that tail! Two young fishermen went out from here last summer in a dory to see if they couldn't iron a horse mackerel. I told them that if they succeeded in harpooning one to signal me and I'd come off in my Hampton and help them land it.

"Well, sir, those boys turned the trick, and let me tell you they had their hands full. They signalled and I hurried off to lend a hand. When I reached them I tossed them a line and took them in tow and we started after the warp-keg bobbing along on the water.

"You can get some idea of how strong a full grown tuna is when I tell you that after we picked up that warp-keg, the fish that owned this tail towed us four miles out to sea before he began to slip. Towed this heavy 26-foot Hampton and that dory all that distance and moved the whole outfit along faster than you could row a dory."

Rhode Island Notes

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Otter trawling has been very dull this past month with the holidays and scarcity of fish. Blackbacks which were comparatively plentiful last winter are missing and dabs not worth much. Handliners not doing much the the cod although the few fish being caught are practically all steakers. Block Island handliners report one of the duller times of the past season.

Capt. P. R. Brownell is reported to have shipped as captain of *Str. Vigilant*. Too bad to be troubled with cold feet, well she's got a big radiator in the pilot house.

Some of the local eelers have been faring well, one in special who, after the first cold snap we had, found where some fresh water perch were being caught in shoal water and getting chilled by the sudden cold weather fell an easy prey to his spear.

Rumors have been rife that some contemplated change is to be made by the New England Steamship Co., in the service from Newport to New York. It is not thought that Newport would suffer in any curtailment of service as far as the fishing industry is concerned. A new plan is now being tried out of having the New York boat stop at Whitestone. This should give earlier deliveries at Fulton Market as they would be trucked from Whitestone right in to the market. It has long been felt that some change in service by the New England Steamship Co., would be made to offset the gains that have been made by the trucking firms on this business.

An old story in a new form is told by Vernon Church of Portsmouth. Seems somebody thought his winkle pots were covering too much ground in Seacomet River and decided to

make room for his own by cutting Church's gear clear of the buoys. This happened in November. Recently with a very low tide and a calm day the owner was able to fish up his lost gear with a grappling. It is not unusual to hear of something of a similar nature happening to trap gear.

The *Anna*, one of the first schooners that Capt. Dan Mullins the well known fish killer of New Bedford owned, has had a new 45 Fairbanks Morse C-O installed this past season by her owner, Capt. Sanchez at Block Island.

Some unusual things have happened due to this last Presidential campaign and the unusual interest in the two candidates, one strong advocate of Smith's at Block Island being called Rascob now.

With the Vineyard Fishermen

(Continued from Page 30)

breeze that straightened the elbows in every smoke-stack for miles around. This was the first gale worthy of the name that we have had in nearly nine months and she was a hair-curler while she lasted. When it was over, a check-up of the damage showed two or three small fishing boats ashore or filled, one coast guard patrol boat trimmed of everything down to her bare hull and one down-East lumber schooner that had been ashore and hauled off four times in Vineyard Haven harbor. There was one stranger from the mainland with us during the breeze; a man who had the crookedest nose that ever was fashioned by nature or fate. He had never seen salt water when it was really agitated and spent the biggest part of a day and a night out around the beaches and harbor front. Well, when that hombre left us he had a probosis that would take prizes in any male beauty show. All the kinks had been blown clear out of it!

This breeze was just the thing that our scallopers had been praying for, well, some of them had probably been praying, perhaps it isn't best to take in too much territory. It shook up the grass and tore a lot of it loose from the beds, giving the boys a much better chance at the bivalves. The catch picked up all around and everyone was pleased, particularly the Gay Head boys who marketed the largest scallops that hit the New York market.

It has been one whale of a scallop season anyway, even if everything has been unnatural. The growth of grass was far ahead of anything we have ever had, but the scallops were so thick and grew so large that they banked up and the boys couldn't help catching some everywhere. Now, with some of the grass gone, it looks like good fishing as long as the season lasts.

But like everything else this year, the top prices and good markets that we have previously known, are not on the manifest. The season began two weeks earlier than common down south for one thing, then on top of the southern scallops selling at a much lower price than ours and those of nearby sections, those chaps begun to put 'em in cans that hold less than ours. As scallops are wholesaled by the can to a great extent, it can be readily seen how may dealers might be attracted by the apparent bargain. This is the tale that comes back to us from the mainland and everything seems to indicate that it is true.

Quohaugs continue to be cheap, but we keep a lot of them moving just the same. It was mighty fortunate for us that it was our own state officials who discovered the law violations of the New Bedford quohaugs, otherwise the entire out-of-state market might easily have been taken away from us by embargo. As it is, the New Bedford quohaug fishery is paralyzed, about one hundred licenses being revoked, also the license of the principal shipper.

Late reports from the markets, just as this is being written, indicate that the Christmas eel market is not going to be as lively as common and there is a decided falling off in the demand for seafood as compared with conditions a year ago. We learn that the usual barge-load of eels has come down from the Great Lakes, but they are selling low, and the two hundred odd barrels of eels that have been shipped from the Vineyard went for a lower price than was paid last year. This is not the entire catch from the ponds by any means, but it is likely to be all that will be sold before early spring. Our eelers are able to keep their ears in spring holes in the heads of coves and the mouths of brooks where the eels will be in no danger from freezing and some of them have announced the intention of doing just this thing.

There is very little to report in the way of news. Our

fishermen have been pretty busy up to Christmas week, only taking off an occasional day for gunning, for the main and simple reason that the weather has been too moderate for good wild-fowl shooting. It has been alright for Capt'n Horace Hillman though, for when the geese didn't fly, he played golf. Will Mayhew, internationally famed as a cod-killer, is keeping darned well out of sight. They say that this war that threatens two South American republics is all Will's fault. According to the story, it appears that Will shipped more cod to one than they were entitled to and the other got peeved about it. Will has been reported as saying that he can't help it if they kill off the entire population, that he has simply got to have some rest and bedamned if he splits another cod before spring and maybe not then.

Long Island Items

(Continued from Page 30)

Bacon is pushing, is an inland coastal route from Peconic Bays and Shinnecock canal into Great South Bay, through East Rockaway Inlet to Raritan Bay and canal. This project would be a great advantage to the fishing craft as well as a beautiful trip for the yachtsman. The Three Mile Harbor project near East Hampton is also taking his attention.

Capt. Jacob Edwards, a respected citizen of Sag Harbor, passed away December 13th after a four months' illness. Capt. Edwards was born in Florida, 71 years ago and has led a very eventful life. He started his career in a sail fruit

Scallop Draggers are Doing Well

NOBODY has yet discovered another Monroe Island scallop bed goconda, but so far the Maine coast scallopers are doing as well as in recent average winters. In Penobscot Bay the trim *Madeline & Flora* is pretty consistently bringing in 30 to 50 gallons daily and Rodney Feyler, at Rockland, who handles practically the entire catch of the Penobscot Bay scallop fleet has been paying \$3 a gallon.

not only holds a transport pilot's license but has a record of more than 7,000 hours in the air. He has a family, however, that prefers him as he is, rather than as he might be, so he's keeping his feet on the ground, or on the *Madeline & Flora* which amounts to much the same thing as compared to the life of a birdman.

Several Hampton boats with small scallop drags are also



The *Madeline & Flora's* gang; inset, Bill Wincipaw, aviator-engineer; and a Casco Bay scallop dragger.

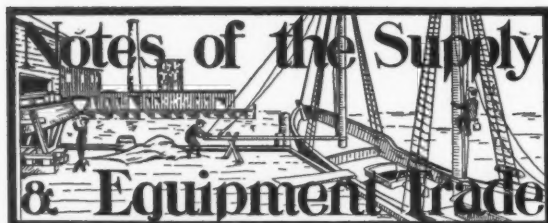
There's a husky crew on the *Madeline & Flora*. Left to right they are Arthur Sprowl, Ray Dow, Joe Hunt, Captain Sumner Whitney in the pilot house, Captain Charlie Carver and Bill Cates. Bill Wincipaw, of Staten Island, N. Y., is doing the honors in the engine room, running the C-O this winter. Wincipaw has had a fine career as an aviator and

doing well around Casco Bay this season so far. They are bringing in 5 to 8 gallons a day. As most of them work alone they are making good wages, particularly because the weather has been such that they could work nearly every day. The wholesale dealers paid them \$3.50 a gallon up to Christmas when the price fell to \$3.

A boat, just a small skiff, was reported stolen from Weston Chase of Oak Bluffs, this month. It was taken from the harbor where it was hauled out on the beach. Martha's Vineyard was settled by the English in 1632 and so far as research reveals, this is the first boat that was ever stolen from the Island. Verily, the country is going to the devil, indeed.

Winding up our little ball of yarn, we report the deep-legged fleet all fast to the wharves, the small draggers, either in the ponds or berthed in snug spots and most of the shell-fishermen dropping clove-hitches over their mooring-spiles. For Christmas is aboard of us and the Vineyard is due to celebrate one of its best all-round seasons of recent years. Happiness and good will will prevail and we sea-skimmers pass along our best wishes to the gang of Atlantic Fishermen, belated though they will be, but sincere. So here's how, and then some, and may your red-legs never fill.

vessel, running from Key West to West Indies. Later going in for deep water, finally arriving North. He was one of the first to engage in clamming at Graves End and Coney Island, when the latter place was a sand flat instead of a pleasure resort. He owned oyster beds in Prince's Bay and a home on Staten Island, his smack was one of the smartest sailing to Fulton Market. After a short period in Florida again, he came to eastern Long Island, where he commanded one of the first power oyster dredgers. Of late years a faithful attendant of the lights and beacons in and around Sag Harbor and as watchman for the Oyster Protective Association in Shelter Island Sound. Capt. Edwards despite his advanced years, was a very active man seemingly tireless in his work, and the daily early morning put-put of his motor and his cheery hail as his power boat *Undine* nosed its way out of Sag Harbor Breakwater will be missed by his many friends. Capt. Edwards is survived by wife, two sons and daughters.

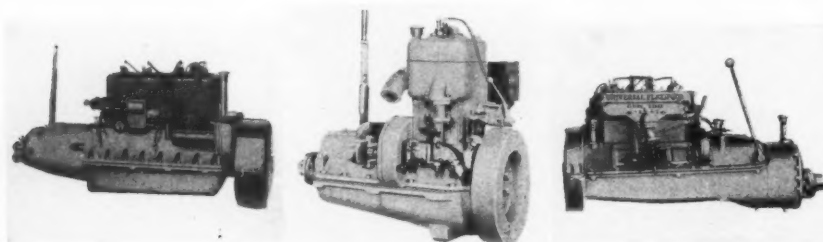
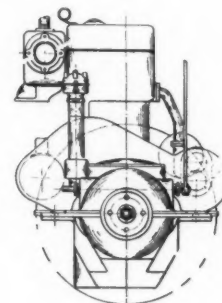
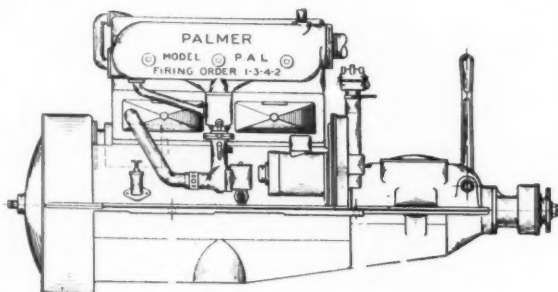


New Palmer Model PAL

THE Model PAL Palmer went on the market January 1. It is of the semi-high speed type, is 4 cycle, 4 cylinder 4" x 6", 25 to 40 h.p. at 1000 to 1600 r.p.m. The cylinders are cast en bloc and are bolted to the top base. Both the cylinders and jacket walls are of extra thickness, and the cylinder barrels are bored. The head is in one piece and carries two spark plug openings and one priming cock per cylinder.

The camshaft is hardened and ground and is supported by four 2" bearings. It can be easily removed through the back of the motor. The crankshaft is 2 1/8", five bearing, balanced. It is flanged to take the bolted on flywheel.

The motor has many other interesting features including force feed lubrication, high tension battery ignition, all disc type clutch made by Palmer, rotary geared type water pump running at engine speed with stainless steel shafts.



Universal Engines for 1929

LEFT: Super-Four Model GLH, 45 hp., a light, powerful and smooth motor. **CENTER:** Single cylinder, 8 hp. direct or reduction gear drive. **RIGHT:** Flexifour Reduction Gear which has many refinements and increased power in the 1929 model.

Atlas Engine Installations

THE Atlas Imperial Diesel Engine Co. of California have opened an Eastern Division headquarters at 115 Broad St., New York, under K. H. Nilsson, who was in Boston some years ago with the Bolinders Co. T. Ralph Foley, of Gloucester, is the New England representative.

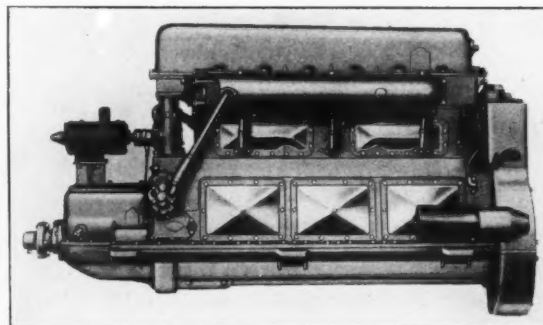
The following installations have been made: *Ruth and Margaret*, Capt. Val O'Neil, Gloucester, 140 h. p.; *Georgina M.*, Coast Fisheries Co., Boston, 200 h. p. and 70 h. p. for winch drive; *Romona*, Powers & McDonald, Gloucester, 110 h. p.; *Jackie B.*, Capt. John F. Barrett, Gloucester, 140 h. p. Besides these several other engines have been installed or are scheduled, among them a 275 h. p. and a 70 h. p. auxiliary for Capt. Harry A. Ross' new one, recently launched at Essex by Everett James.

Worthington Compressor Bulletin

THE Worthington Pump and Machinery Corp., manufacturers of pumps, compressors and oil engines used on fishing vessels, has recently issued a "question and answer" bulletin on their vertical feather-valve line of air compressors.

The bulletin describes the compressors fully and gives a fund of information which would be valuable to engineers and captains.

New 200 H. P. Kermath



This new Kermath model has many refinements and presents an unusually clean-cut appearance with its housed fly-wheel, water-jacketed manifold, and oil reservoir atop the flywheel housing.

The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter III

Run Under by a Rug

WAAL, sir, I run for the office of constable at town election and I am now a officer of the law duly appointed and sworn. I have also got my resignation all writ out and I callate that by the time this here communication reaches its destination that somebody else will be chosen to take my place in preservin' the peace and decorum of our fair village.

I haint never had no notion that I'd like the job nohow and I never would have run if 'tadnt been for Matildy, but it takes one viige to learn they say and a darned few hours at sea was enough to convince me that I waant cut out for the berth.

To begin at the startin'-piint, there waant no reason why I should have run for the office nohow. The facts of the case are these, and I'm reely ashamed to own up to 'em. As a matter of fact I didnt realize what I was doin' until twas done.

We've got some neighbors that live in the house right astern of us. Thairs a man and his wife and a couple of kids and the wife's sister part of the time. Now there haint nothin' in the world the matter with them folks except that they are a whole lot younger than Matildy and me. They don't realize that when folks has sorter crossed the line of middle age, that things git on their nerves that wouldn't have bothered 'em a mite ten or twenty years before.

And so they have had parties out in the yard at night and kept us awake with ther singing. And they have drove in with the cussed automobile at three bells of the night watch, and scared us most to death by wakin' us out of a sound sleep. But what got Matildy riled the most was the way they beat their mats and rugs.

Them wimmen will shake out the windows on the upper deck and if the wind is anywhere to the northard, the dust will all blow over into our place. If Matildy has any clothes hangin' on the line, waal, she haint fit to live with for a week after!

Twould have been different if they had been mean by nature, but they haint. The man hung a bag all smeared with black grease on the fence. The fence is white and it looked like the devil after that, and I had to scrub it off and paint her over. But when I wanted to hiest a ladder up again the house that feller come right over and give me a hand. Stood by too till I had finished my job.

The kids is jest the same. One on 'em let loose with his airgun and hit me right square on the end of the back poreh, but he come over and weeded out my onions, and by Godfrey, I can forgive anybody most anything if they'll weed onions for me. The wimmen folks are allus runnin' over to do something for Matildy too, but she cant never git over that mat business, and every once in a while for the past year she has lit into me and ordered me to "do somethin'!"

I'd say: "Good Lord, Matildy, you dont expect me to go over and git into a row with a bunch of wimmen-folks do you? Chances are I'd git all stove up, they're both big enough to do it single handed, and after that they'd be worse than ever."

It was lessen a month ago when I come home from the beach one day and the storm signals was set for a full gale. Matildy met me at the door and a madder woman never walked a deck.

"The folks has reached the end of the last tub of line!" she sez. "'Tis time to bend on the drug and I'm agoin' to do it! Of all the devilish critters on earth there haint none on 'em that I couldnt git along with better and I haint a-goin' to stand it no longer!"

"Now, then," says I, "Matildy, back your main yard, and lets gab about it for a spell. What has fouled now?"

"Jest look at that!" she bellered, and held up somethin' fer me to look at. Taint no use for me to try to tell you what it was, but it was made out of lace mostly and Matildy sot great store by it. I knew that she had worked for three or four days washin' it out and stretchin' it on a frame to dry.

"My Chinee lace!" she yells agin, "ruined, I callate, jest because them critters haint got no consideration for nobody! Shook out a darned big mat chock full of ashes and sut and

it a-breezin' haaf a gale from the northerd! I never kin get this lace clean and you're a-goin right over there and give 'em the devil!"

I could see that twaant no time for fooling with Matildy, she was all broke up, but I waant goin' to make a darned fool of myself neither.

Says I, "Matildy, I feel most as bad as you, bout that lace, but I callate we can git somebody to fix it up. As for rowin' with them folks, you air at liberty to go over the side with a handspike or an axe and do your cussedest, but I haint a-goin' to do nothin' except stand by to go your bail after you are arrested."

That give her a new idea. "Cant we have them folks arrested?" she wanted to know.

"No," says I, "I don't believe we kin, and I don't believe we want to."

"Waal, we kin go to law about this here, cant we?" she says, and I was forced to admit that it could be done.

"Waal, then, you git right at it, now!" she ordered, but I wouldn't do nothin' of the sort. I figgered that I'd see them folks and talk it over friendlke, but I didn't say nothin' about that. I jest tried to get Matildy sort of caamed down and I finally did, but she was pretty darned mad with me.

"Haint I heard you tell about handling a crew that munitied?" she sez. "And didn't you say that you licked on 'em, every man a sixfooter and armed with a pistol, and a broad-axe? Didn't you? And you with only a handspike, and a busted one at that, hey? And now you act scared to death to tackle a couple of wimmen folks! Sometimes I mistrust you have ben a-romancin' when you have told me stories!"

Right then I said somethin' that I've been sorry for. Says I, "Don't forget Matildy, that when I was aboard ship, I had some authority. Here, ashore, I haint got none whatever. I cant go and tell anybody what they must do on their own property."

That sort of quieted her down, and I knew that she was a-studyin', and twaant but a day or two before she begun to talk about me runnin' for constable.

Waal, I knew that I could probably get elected for folks has asked me to run before, and there haint nothin' to do in our town, so it wouldn't intefere with my fishin', and she talked so strong about it that I agreed. You see, I had clean forgot what I had said about havin' no authority, and I forgot all about the constable business in another day or two.

But she didn't. Not by a cable's length! She went to see every cussed person she knew and asked 'em to vote for me and when election day come, I callate that everyone on 'em did. Anyhow I come home from town meetin' all swore in and when I took off my coat, and Matildy see the badge that they hung on me, she was as tickled as a kid.



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"Now, then, you kin go over there and tell them folks to shorten sail, can't ye?" she chuckled. "Holy sailor!" thinks I to myself, "that's what she's been a-workin' for and I never guessed it!"

Waal, time passed, accordin' to its usual custom and jest the other day I was out in the yard choppin' wood when I heard a commotion at the neighbor's house. Them two wimmen was a-laffin' and havin' a high time.

I looked over and I see that they was all rigged for the biggest job of mat-shakin' yet. They had passed a big art square from one second story winder to another and one on 'em had hold of each end. As I watched 'em, they let go the bunt and it shook out clear. Then they begun to shake it, and Lord, how the dust flew!

Now, they've got a little kid there that cant walk much and this kid was playin' in the yard right underneath that rug. He was bundled all up with clothes and couldn't seursely move and bout all he did was to look up and holler and then sneeze and rub his eyes. The wimmen didn't see him, and figgerin' that the child mite come to some harm, I jumped right over the fence and moved the kid. Then thinkin' I ought to warn 'em I walked under the winders and give a hail.

Waal, they hadn't seen me at all and when I hollered, it scared 'em both almost to death. They let out a couple of screeches and before I could move, down come that rug and covered me all up.

If you haint ever been run under by a fallin' rug the size of a ship's main-course, I'll tell you that drownin' in mid-ocean haint nothin' compared with it. Not only did I lose my bearings so that I couldn't get clear, but I devilish near smothered with the dust.

I fought until them wimmen come down and ketched a-hold of the clews and yanked the rug clear, rollin' me out on the ground where I gasped and sneezed and coughed and rubbed my eyes and grunted.

When I got my wind I told 'em why I was there, and all the time they was a-tellin' me how sorry they was and when I left 'em they both declared that they never would shake mats out of a winder agin. "It's too dangerous," they says. And thinks I: "They don't know the haaf of it."

Waal, when I got home, I thought that I was goin' to get a medal of honor. Matildy was tickled to death, because she thought that I'd gone a-purpose to stop that mat shakin'. I told her that I'd fixed it all up friendly and that they probably wouldn't bother her no more, and then I went and wrote my resiknation.

Matildy kicked like the devil at that and argued for hours again it, but I was firm, and I had my way. I didn't say nothin' but I kept a thinkin': "Jest suppose that them wimmen had been hostile instead of friendly? Good Lord! Jest supposin'!"

Capt. Josh.

News from Yarmouth

(Continued from Page 23)

passed, bottom up, off Bermuda. Fortunately, however, the report proved to be quite erroneous.

In the days of the "Wooden Ships and Iron Men" it was almost a common occurrence to read the account of a Yarmouth crew performing heroic rescue work at sea. Today, however, it is very rare, but in the loss of the *Vestris*, Hedley Doty a quartermaster on the large tank steamship *Crampton Anderson*, and son of Capt. George W. Doty of Yarmouth was in charge of a boat, which his ship sent out, to assist in the rescue. Although they reached the scene some hours after the ill-fated *Vestris* had disappeared beneath the surface, Mr. Doty in charge of lifeboat No. 3 succeeded in saving five persons from a watery grave.

Capt. Frank Andrews, of Little River, Yarmouth County, has left for Boston where he took passage on the Luckenback Steamship *Paul Luckenback* for Baltimore and the Panama Canal, en route to San Francisco and to Tacoma, where he will spend the next few months. Capt. Andrews is one of Yarmouth County's master mariners of the old school and after retiring from the sea several years ago settled in Tacoma, where he engaged in the stevedoring business. Disposing of his holding in that connection, a year or so ago, he returned to his native community to reside. In his seafaring days Capt. Andrews sailed for English ship owners and for sixteen years was master of the Liverpool owned ship *Glenalvon*.

Nantucket News

(Continued from Page 29)

The *Priscilla II* is a sloop built in Friendship for Capt. Levi Jackson of the Vineyard, about fifteen years ago. She was one of the first to be built for flounder dragging, which she continued in till lately with a couple of seasons dragging quahaugs thrown in. Capt. Jackson sold her to Earl Wade, who in turn sold to Marshall Gardiner and Capt. Howard Chase, and finally was taken over entirely by Mr. Gardiner. She was powered from time to time with a 24 H.P. off center Lathrop, a 36 Lathrop, and finally a 45 H.P. Bergsund, and captained first by Capt. Levi Jackson then by Capt. Wade, Capt. Chase, Capt. Fred Ostman, and quohaugging by Capt. Albert Johnston, and now she reposes in Marshall Gardiner's flower garden, and worse than that they say that she is going to become a tea room. Can you beat it?

Sam Jackson reports a trip to New York with 32,000 lbs. of ground fish, that only pays the crew a share of \$14 and that is an example of the reports that are coming from the off-shore fishermen. What is the answer? Are the fishermen careless with the condition of their cargoes? No! Why aren't good fish worth catching? If any one has any suggestions to offer, I wish they would write to the writer, through the ATLANTIC FISHERMAN, or direct to Nantucket, Mass., and he will be glad to pass the word along.

Trawling from the shore is still progressing nicely with the same sort of reports on prices, and the finest grade of fish being shipped that it is possible to obtain.

The scallop industry has fallen off to about nothing, and most of the boats are tied up, although there are a few that persist in fishing "for the gasoline Co." and a very few have taken their boats out to the outskirts and are prospecting with some success.

1929 Columbian Rope Calendar

THE Columbian Rope Company of Auburn, N. Y., have issued their new calendar. Charles Robert Patterson, the famous marine artist has again painted the subject used to illustrate this calendar, and it is a beauty, even more attractive and true to life, if possible, than the

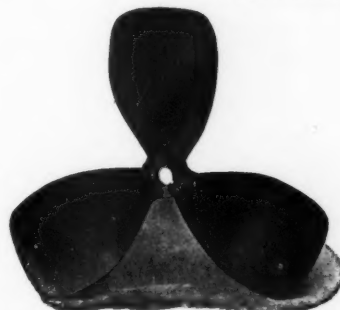


Columbian calendars of previous years. The scene portrays an old-time clipper just after she was picked up at dawn by a tug, some thirty or forty miles at sea outside her port of destination.

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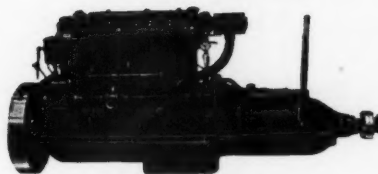
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12-14 H.P.	model "GB"	2 cys., 4 3/4" bore x 6" stroke
24-30 H.P.	"GC"	4 " 4 3/4" " x 6" "
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Reversing gear backs 90% for speed.

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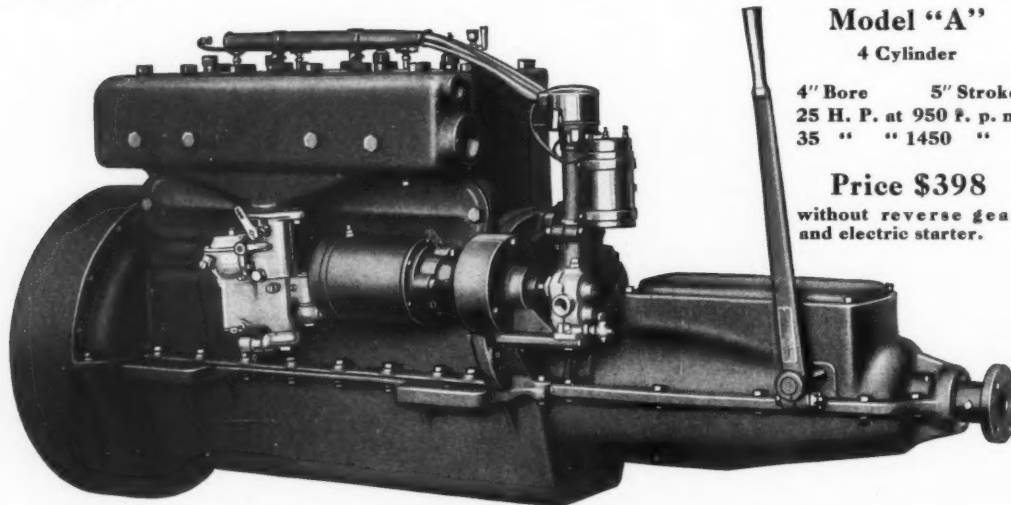
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See nearest dealer or
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SANDUSKY, OHIO

Mutterings of the Mastheadman

(Continued from Page 19)

school as they do in northern climates.

Poor Trawling

in

Warm Water

Fishermen of the tropical countries have always found that artificial means had to be employed to net their catches. They either use bait or other lures, or else frighten the fish by noise or splashing so that they swim into a confined area.

It has always seemed to the Mastheadman that it would be more economical to experiment with methods for producing fish from the ocean's "deeps," which are comparatively near at hand, than to develop sources of supply in the far corners

of the earth. The results of tropical trawling seem to vindicate the Mastheadman's idea.

WITH this issue of the ATLANTIC FISHERMAN which it so happens, completes the magazine's eighth year, an experiment is being tried on mailing without a wrapper. This is being done to see if the paper will reach subscribers in better condition than when it is folded and creased. With the pages which have been added lately, the magazine should now be sufficiently heavy to go through the mails flat in a more satisfactory manner, but if your copy does not arrive in good condition let the publishers know because this is only an experiment in our efforts to put forth a better "Fisherman's Magazine."

How

Did this Issue

Arrive?

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Made to burn all kinds of fuel including gas and oil

It seems almost absurd, doesn't it, to talk about sentiment in connection with cast iron; but it is a fact that after it has been made into a SHIPMATE Range we have known it to stir something akin to sentiment in a steward or cook, until he regards it with almost affection as if it were something animate.

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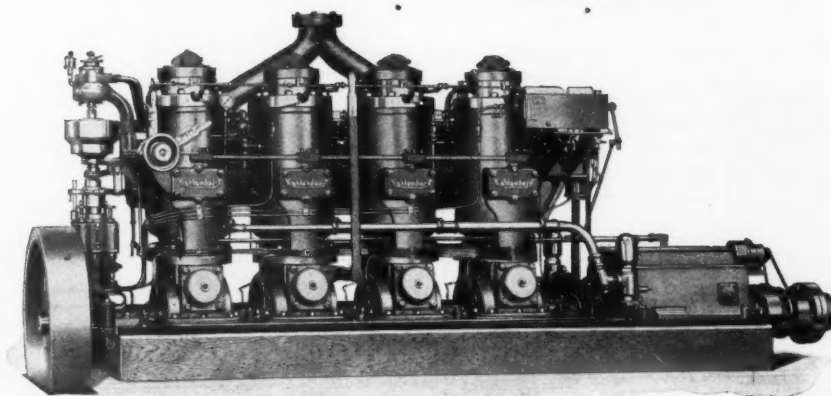
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These engines have been in daily service in fishing boats for over ten years saving and making money for fishermen. A Kahlenberg Engine installed in your boat will insure the same economy, trouble free performance and long life.

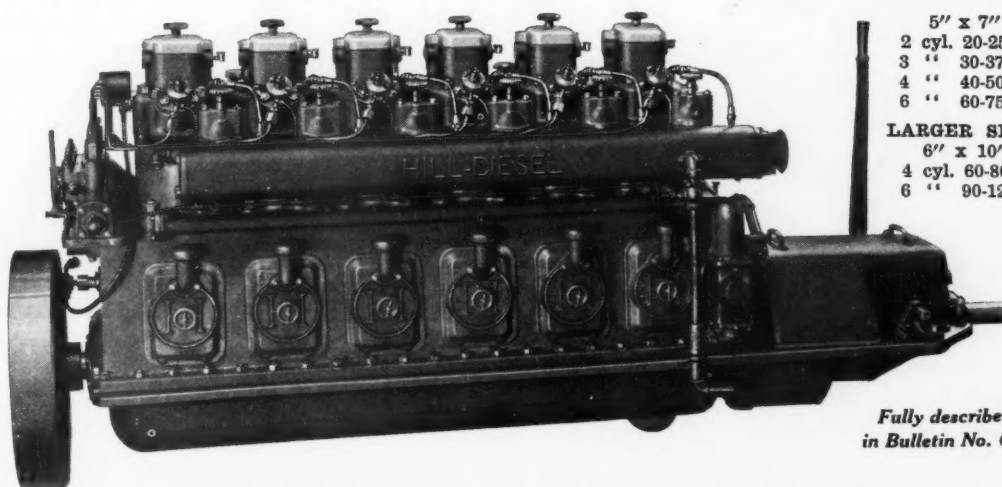
Write for details on the size engine you require. 20 to 200 H. P.

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5" x 7"
2 cyl. 20-25 HP
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4 " 40-50 "
6 " 60-75 "

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6 " 90-120 "

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in Bulletin No. 60.

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BOSTON, MASS.



FIG. 71
Lane Fish Basket

**Galvanized Steel Frame
Grommets in bottom for drainage
Heavy Lane-woven Duck
Tough Leather Binding**

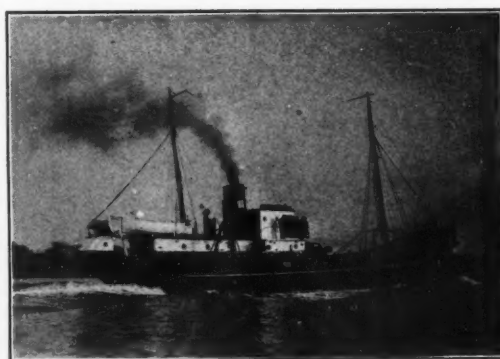
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Equipped to Build all Types of Vessels

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- 1—Has an amazing range . . . powerful penetrability!
- 2—Efficient! Uses fraction of energy required by ordinary type.
- 3—Simple . . . rugged . . . indestructible! Only 3 parts. Cast bronze.
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Cunningham Whistle

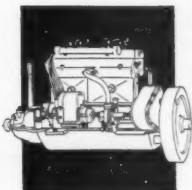
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When it's a
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The fisherman must follow the fish. The engine in his boat he must take for granted. This is why Palmer Little Huskie has made good. High speed enough to be compact and easy on gas, tough enough to stand up under the constant work of fishing. When you buy 15 real horse sized h.p. \$340.00 is not too much to pay. Write for the Palmer Catalogue showing complete line.



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A New KERMATH for the New Year

Isn't it about time to treat yourself to the sweetest running marine motor you have ever listened to? That's the world renowned Kermath! Used in every type of boat in every civilized country in the world. Modern construction—modern design—advanced engineering refinements—highly economical—exceptional power—abundant speed—reliable under all circumstances.

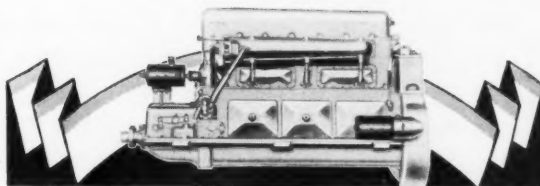
When you select a Kermath you select the best. Foremost for years. Send now for our catalog which will give you complete information covering the full Kermath line. Write today.

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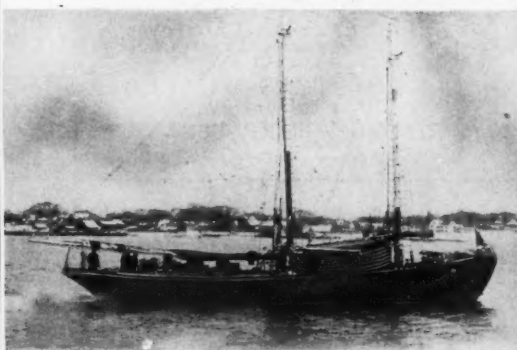
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"New Dawn"
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If you want a simple engine, an economical engine, a reliable engine

GET A STANDARD

Let us show you why.

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**STANDARD MOTOR
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The Fishing Gear Mart

In answering the following advertisements, if no name or address is given, please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 62 Long Wharf, Boston, Mass.

When You Ship FISH, LOBSTERS
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FOR BEST RESULTS ship to
R. S. HAMILTON COMPANY
17 Administration Building
Fish Pier, Boston, Mass.
On the Boston Market over 25 years

E. S. RITCHIE & SONS
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Ship's Compasses Dory Compasses
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SALT
"Without a Fault"
For Curing Fish
ATLANTIC SALT CO.
312 Congress St., Boston, Mass.
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SALT
Genuine Imported Product for Curing Purposes
All grades in stock
Water Front Warehouse
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237 State Street, Boston
"Telephones—Hubbard 4350 and 4351"

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Second-hand Canvas Bought and Sold
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FISH PIER, BOSTON, MASS.

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For a limited time we will sell at greatly reduced prices a number of new and fully guaranteed Hill-Diesel engines in the following sizes: 1 cyl. 8 h.p.; 2 cyl. 14 h.p.; 3 cyl. 22 h.p. Engines in Boston ready for immediate shipment. Hill-Diesel Engine Co., 88 Broad St., Boston.

AUSTIN HALEY
Commission Merchant
FRESH FISH
LOBSTERS—SCALLOPS
Consignments Solicited
57 LONG WHARF, BOSTON, MASS.
Reference: Commercial Security National Bank of Boston

FOR SALE

Bracci built, combination Lobster boat and Flounder dragger, 26 ft. long, 8 ft. 6 in. wide, 16 h.p. Lathrop motor. Boat and motor in A-1 condition. Equipment consists of 18 doz. glass balls, 140 wooden buoys, 75 traps and rope, 68 new funnels, 55 manila bags for glass balls, 2 sets of dragging boards and 3 drag nets. W. E. MacDonald, Noank, Conn.

JONESPORT BOAT

Jonesport boat for sale, 32 ft. long by 7 ft. 8 in. beam, with hood and 5 h.p. Hubbard engine. Everything in A-1 condition, 3 years old. Phone 11-5, or write to E. H. Norris, Winter Harbor, Maine.

Dealers in Makers of
Duck, Cordage and Marine Sails, Awnings, Hammocks
Accessories Tents and Covers

United Sail Loft

Railway Ave., Gloucester, Mass.

We take boats directly from the builder and equip them ready for sea

Boats up to 65' built under cover.
Carpenter Work done in our own Shop.

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For Sale—

MAINE FISH CORP.

At Boothbay Harbor, Maine

Plant in A-1 condition

For further information see December issue of this magazine or inquire of

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The Fishing Gear Mart

Use these pages to buy or sell any kind of Fishing Equipment. Rates: 5 lines, \$2.00 minimum; 30c per line for all over 5 lines. ATLANTIC FISHERMAN, Inc., 62 Long Wharf, Boston, Mass.

CRUISER TO TRADE

Will trade glass cabin cruiser 32' x 8' 6". Oak cabins, white cedar planking, A1 condition, New Palmer engine, electric lights, worth \$2,000. Want raised deck cruiser without power or what have you to trade? Address P. O. Box 1070, Waterbury, Conn.

PARTY BOAT FOR SALE

Fishing party boat, *Capt. Joe II*, length 75 feet, beam 16 feet, draft 5 feet, 60 h.p. Fairbanks Morse oil engine in first class condition, recently overhauled, can be turned into a work boat with very little cost—reasonable. Capt. Archie Buckner, 3150 Ocean Ave., Sheephead Bay, New York.

DRAGGER FOR SALE

36 ft. length x 10½ ft. beam, fish boat, flush deck, pilot house and hunting cabin, sloop rig, 30 h.p. Bridgeport heavy-duty engine in first class condition. Two new otter trawls, scallop drags, quohaug drags, for sale at a bargain. Capt. Samuel Burchell, P. O. Box 752, Nantucket Island, Mass.

BOAT AND ENGINE BARGAINS

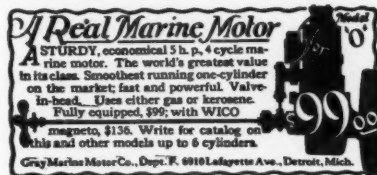
Sloops—Friendship Models. One 37' x 11' 6" x 6' with 10 h.p. Hartford engine, rebuilt in 1928—\$800. One 31' x 11' x 5' 6" with 5 h.p. Hartford engine, all in good condition—\$450. One 28' x 10' x 5' 6" with 5 h.p. Essex engine, used for summer sailing, \$350, and others. 36' x 13' Freight or Fish boat, flush deck, pilot house and trunk, ketch rig, 28 h.p. Lathrop engine, built in 1927—\$2800. 34' 6" x 10' x 3' Scallop or Trawl boat fully equipped, one 16 h.p. four cycle and one 5 h.p. two cycle engine, Brown Hoist, steel warp, steel scallop drag, new flounder drag built in 1923—\$800. 25 h.p. Model F Knox engine, rebuilt 7 x 8, guaranteed, with reverse gear, and magneto, double ignition—\$125. These are only a few of our bargains. Write us as to your requirements either on boats or engines. Knox Marine Exchange, Camden, Maine.

FOR SALE

Flounder dragger 80' x 16'. Recently a new diesel engine has been installed, also diesel electric light plant. Information can be had, by those who are really interested, from the United Sail Loft, Inc., Gloucester, Mass. Also have one 50 footer and one 45 footer.

OIL ENGINES

Several Crude Oil Engines from 50-250 h.p. Thomas H. Brown, 25 Beaver St., New York City.



Original Photographs

(Not printed reproductions)

**Racing Fishing Vessels,
Schooners and Square
Riggers**

16 in. x 20 in.—\$15.00

11 in. x 14 in.—\$ 5.00

ALBERT COOK CHURCH

P. O. Box 456

New Bedford, Mass.

A FRIEND IN NEED IS A FRIEND INDEED

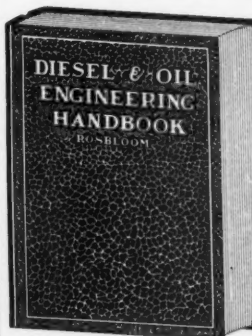
Just the time when you thought that your wonderful Diesel Engine was hitting on all cylinders. Nothing to worry about—she was doing her best. At once, something did not exactly behave right.—There is where "Diesel & Oil Engineering Hand Book" pulled you out of the hole, and you will gladly recommend

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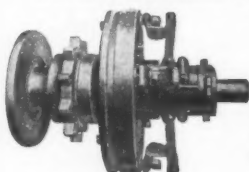
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The simplest friction clutch made. Sprocket is mounted on ball bearing sleeve—the whole on stub shaft, attached to fly wheel of engine.

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---for fishermen

5-10 H.P. Medium Duty

"Bull Dogs"

7-60 H.P. Heavy Duty

"Domans"

15 H.P. 4 cyl. high-speed

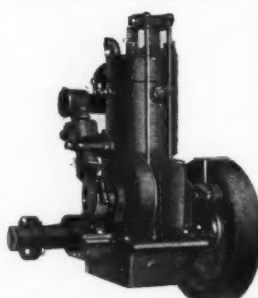
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350 W. to 75 K. W.

Marine Electric

Plants

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"U. S. Products Must Give Service"

Starts any Engine Instantly

Presto Primer screwed into intake manifold, starts the most stubborn motor on ONE turn and keeps it running until it picks upon the gasoline.



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LOBSTER TWINE

COTTON TWINES FOR ALL REQUIREMENTS

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From February 4 to February 9

will be a week of vital importance to every fisherman. Many exhibits in the big Motor Boat Show in Boston will emphasize their displays of gasoline and diesel engines which are adapted to the rigorous uses of the fishing fleets. Complete power-plants and nautical accessories of every description feature many of the booths. Plan to come and stay all day; you may find something that is just what you need to fill the requirements of your business.

NEW ENGLAND

Motor Boat and Engine Show

MECHANICS BUILDING, BOSTON

Personal Direction Chester I. Campbell



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Send stamps or wrap money in paper and mail at our risk.

ATLANTIC FISHERMAN'S ALMANAC for 1929

The complete but concise Almanac and Tide Book for fishermen

Tables of sunrise, sunset, moonrise, moonset, high water, slack water, spring tides, etc., etc., are given for Canada and the North Atlantic ports of the United States. Declinations are given for the 60th and 75th meridians.

A new and revised list of Distances and Bearings is included this year.

Helpful Information

Pictures by Albert
Cook Church

Atlantic Fisher-
man, Inc.
62 Long Wharf,
Boston

I am sending herewith 25c for which send me a copy of the 1929 Atlantic Fisherman's Almanac.

"Rung up January, 1927 . . . hasn't stopped yet"



The Tug B. M. Thomas, Nelseco-equipped, does the work of two steam tugs—operates more cheaply than one

THE quoted line above was the cryptic answer of the master of the B. M. Thomas, powerful Nelseco-equipped tug of the Hainesport Mining and Transportation Company of Philadelphia, when asked about her performance.

Not literally true, of course. Yet since her delivery by the New London Ship & Engine Company in December, 1926, the B. M. Thomas has been on regular schedule; has never lost an hour's time through engine trouble; has always been ready to go except during regular winter overhaul. Today this tug does the same work that formerly required the services of two steam tugs.

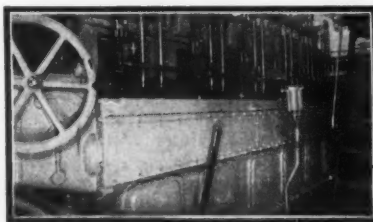
The regular trip of the B. M. Thomas is from the Delaware side of Philadelphia, down to League Island and up the Schuylkill side to Fairmont Dam—a distance of about forty miles. She makes this run towing from five to seven scows, each carrying from five hundred to one thousand tons of cargo.

With every ebb tide during six days of the week the B. M. Thomas moves down the Delaware. When she turns into the Schuylkill, bucking the tide up river with her heavy load, a real fight begins. The scows are frequently consigned to different

wharves and to distribute them may require one hundred and fifty starts of the engine in an hour and a half. Seven or eight light scows may then have to be picked up quickly in order to save flood tide on the return up the Delaware. So efficiently does the B. M. Thomas do this that she often has a couple of hours to spare. Many times her steam predecessors did not reach the mouth of the Schuylkill until after the tide had turned ebb in the Delaware. This meant ten miles of ebb tide to buck—delay to both the trip on hand and the next one.

No delays from engine trouble

Mechanical trouble with the engine of the B. M. Thomas has been negligible. A



spare exhaust valve is carried and used each week or ten days to replace a valve in service. The valve taken out is then overhauled and made ready for the next replacement. By this method a complete change of exhaust valves is accomplished about once in two months. The intake valves run six to eight months without requiring attention. Thus the work of keeping the engine in condition is not great.

Saving time—saving money

The B. M. Thomas' actual fuel cost per month (24-hour operation) amounts to \$250 as compared with the approximately \$1200 fuel bill for a similar oil-burning steam tug—a direct saving of \$950 per month. A thirty-six to forty-eight hour saving in time per month is accomplished through quick fueling and the elimination of boiler washing. *It requires only one hour per month to fuel the Nelseco-equipped boat.* The owners of the B. M. Thomas claim a saving equal to the cost of operating one steam tug because of the better adaptability of the Nelseco Diesel engine to the boat's specific job.

Able to replace two steam tugs—to operate more cheaply than one—to be ready for her regular runs six days every week—to save time and money for her owners—the B. M. Thomas has definitely established Nelseco superiority on the Delaware and Schuylkill Rivers.

For full information on Nelseco Diesel Engines write for catalog A.F.

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